

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 5283

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MONDAY, OCTOBER 15, 1906.

一拜禮

號五十月十英曆

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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$20,250,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$10,250,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
A. HAUPT, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
K. Goetz, Esq.  
Hon. Mr. W. J. Gresson  
C. R. Lenzmann, Esq.  
D. M. Nissim, Esq.  
A. J. Raymond, Esq.  
R. Shewan, Esq.  
N. A. Siebs, Esq.  
H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:  
HONGKONG—H. E. R. HUNTER.  
ACTING MANAGER:  
SHANGHAI—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIVE PER CENT. DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warthe & Co.  
Mendelssohn & Co.  
M. A. von Kuhschild & Soehne  
Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,  
Manager,  
Hongkong, 9th October, 1906. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalangan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradj (Acheen), Telok-issawa (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 1/2 per annum on daily balances.  
Fixed Deposits 12 months 4 1/2 per annum.  
Do. 6 do. 4 per do.  
Do. 3 do. 3 1/2 per do.

L. ENGEL,  
Agent,  
Hongkong, 28th February, 1906. [27]

DENTAL SURGEON.

G. DE PERDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Pedder Street.

Hongkong, 1st June, 1906. [617]

### YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1860.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP.....21,000,000

CAPITAL UNCALLED.....3,000,000

RESERVE FUND.....13,700,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. HONOLULU.  
YOKOHAMA. SHANGHAI.  
YOKOHAMA. NEWCHANG.  
YOKOHAMA. MUKDEN.  
YOKOHAMA. PORT ARTHUR.  
YOKOHAMA. CHEFOO.  
YOKOHAMA. DALNY.  
YOKOHAMA. TIE-LING.  
YOKOHAMA. OSAKA.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

On Fixed Deposits for 6 months at 4 per cent.

On Fixed Deposits for 3 months at 3 per cent.

On Fixed Deposits for 1 month at 2 per cent.

On Fixed Deposits for 1 week at 1 per cent.

On Fixed Deposits for 1 day at 1/2 per cent.

On Fixed Deposits for 1 hour at 1/4 per cent.

On Fixed Deposits for 1 minute at 1/8 per cent.

On Fixed Deposits for 1 second at 1/16 per cent.

On Fixed Deposits for 1/1000th of a second at 1/32000 per cent.

On Fixed Deposits for 1/10000th of a second at 1/64000 per cent.

On Fixed Deposits for 1/100000th of a second at 1/128000 per cent.

On Fixed Deposits for 1/1000000th of a second at 1/256000 per cent.

On Fixed Deposits for 1/10000000th of a second at 1/512000 per cent.

On Fixed Deposits for 1/100000000th of a second at 1/1024000 per cent.

On Fixed Deposits for 1/1000000000th of a second at 1/2048000 per cent.

On Fixed Deposits for 1/10000000000th of a second at 1/4096000 per cent.

On Fixed Deposits for 1/100000000000th of a second at 1/8192000 per cent.

On Fixed Deposits for 1/1000000000000th of a second at 1/16384000 per cent.

On Fixed Deposits for 1/10000000000000th of a second at 1/32768000 per cent.

On Fixed Deposits for 1/100000000000000th of a second at 1/65536000 per cent.

On Fixed Deposits for 1/1000000000000000th of a second at 1/131072000 per cent.

On Fixed Deposits for 1/10000000000000000th of a second at 1/262144000 per cent.

On Fixed Deposits for 1/100000000000000000th of a second at 1/524288000 per cent.

On Fixed Deposits for 1/1000000000000000000th of a second at 1/1048576000 per cent.

On Fixed Deposits for 1/10000000000000000000th of a second at 1/2097152000 per cent.

On Fixed Deposits for 1/100000000000000000000th of a second at 1/4194304000 per cent.

On Fixed Deposits for 1/1000000000000000000000th of a second at 1/8388608000 per cent.

On Fixed Deposits for 1/10000000000000000000000th of a second at 1/16777216000 per cent.

On Fixed Deposits for 1/100000000000000000000000th of a second at 1/33554432000 per cent.

On Fixed Deposits for 1/1000000000000000000000000th of a second at 1/67108864000 per cent.

On Fixed Deposits for 1/10000000000000000000000000th of a second at 1/134217728000 per cent.

On Fixed Deposits for 1/100000000000000000000000000th of a second at 1/268435456000 per cent.

On Fixed Deposits for 1/1000000000000000000000000000th of a second at 1/536870912000 per cent.

On Fixed Deposits for 1/10000000000000000000000000000th of a second at 1/1073741824000 per cent.

On Fixed Deposits for 1/100000000000000000000000000000th of a second at 1/2147483648000 per cent.

On Fixed Deposits for 1/1000000000000000000000000000000th of a second at 1/4294967296000 per cent.

On Fixed Deposits for 1/10000000000000000000000000000000th of a second at 1/8589934592000 per cent.

On Fixed Deposits for 1/100000000000000000000000000000000th of a second at 1/17179869184000 per cent.

On Fixed Deposits for 1/1000000000000000000000000000000000th of a second at 1/34359738368000 per cent.

On Fixed Deposits for 1/10000000000000000000000000000000000th of a second at 1/68719476736000 per cent.

On Fixed Deposits for 1/100000000000000000000000000000000000th of a second at 1/137438953472000 per cent.

On Fixed Deposits for 1/1000000000000000000000000000000000000th of a second at 1/274877906944000 per cent.

On Fixed Deposits for 1/10000000000000000000000000000000000000th of a second at 1/549755813888000 per cent.

On Fixed Deposits for 1/100000000000000000000000000000000000000th of a second at 1/1099511627776000 per cent.

On Fixed Deposits for 1/1000000000000000000000000000000000000000th of a second at 1/2199023255552000 per cent.

On Fixed Deposits for 1/100th of a second at 1/4398046511104000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/8796093022208000 per cent.

On Fixed Deposits for 1/100th of a second at 1/17592186044416000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/35184372088832000 per cent.

On Fixed Deposits for 1/100th of a second at 1/70368744177664000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/140737488355328000 per cent.

On Fixed Deposits for 1/100th of a second at 1/281474976710656000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/562949953421312000 per cent.

On Fixed Deposits for 1/100th of a second at 1/1125899906842624000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/2251799813685248000 per cent.

On Fixed Deposits for 1/100th of a second at 1/4503599627370496000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/9007199254740992000 per cent.

On Fixed Deposits for 1/100th of a second at 1/18014398509481984000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/36028797018963968000 per cent.

On Fixed Deposits for 1/100th of a second at 1/72057594037927936000 per cent.

On Fixed Deposits for 1/1000th of a second at 1/144115188075855872000 per cent.

On Fixed Deposits for 1/100th of a second at 1/288230376151711744000 per cent.

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS                             | TO SAIL ON            | REMARKS.                |
|---|--------------------------------------|-----------------------|-------------------------|
| KOBE and YOKOHAMA.....  | CEYLON<br>Capt. G. W. Habel, R.N.R.  | About 16th<br>October | Freight and<br>Passage. |
| SHANGHAI.....   | DELTA<br>Capt. C. L. Dabell.....     | About 18th<br>October | Freight and<br>Passage. |
| LONDON &c., via usual Ports.....  | DELHI<br>Capt. J. D. Andrews, R.N.R. | 20th Oct.<br>Noon.    | Freight and<br>Passage. |
| LONDON and ANTWERP via<br>SINGAPORE, PENANG,<br>COLOMBO, PORT SAID and<br>MARSEILLES..... | MANILA<br>A. W. Anderson, R.N.R.     | About 24th<br>October | Freight and<br>Passage. |

For Further Particulars, apply to

Hongkong, 13th October, 1906

E. A. HEWETT, Superintendent.

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

## FOOTBALL BOOTS.

CHROME  
AND  
RUSSET  
LEATHER.  
FROM  
\$5  
Per Pair.



HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906.

CHAMPAGNES.

SHERRIES.

PORTS.

MARSALAS and MADEIRAS.

CLARETS.

BURGUNDIES.

HOCKS and MOSELLES.

BRANDIES.

WHISKIES.

GINS.

LIQUEURS.

BITTERS.

ALES, BEERS and STOUTS.

Telephone

No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 21st September, 1906.

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

#### CHEAP EXCURSIONS TO MACAO.

SATURDAY, 20th October.

THE Company's Steamship

"HONAM,"

will depart from the COMPANY'S WHARF at 2 P.M.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class.....\$4.00

" " returning on Sunday.....5.00

" 2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 21st October.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

" " from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,

Acting Secretary.

Hongkong, 15th October, 1906.

## Intimations.

JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 106 HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," ..... 2,338 tons ..... Captain W. A. Valentine.  
 "FATSHAN," ..... 2,260 " ..... R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... C. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... J. J. Lousius.  
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 Departures from Hongkong to Macao on week days at 2 P.M.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,19 tons ..... Captain T. Hamlin.  
 Service temporarily suspended.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
 "NANNING," ..... 569 " ..... C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel, L.L.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

| Steamer.      | From  | Expected on or about | Will leave for     | On or about          |
|---------------|-------|----------------------|--------------------|----------------------|
| TJIBODAS ...  | JAVA  | First half October   | JAPAN VIA SHANGHAI | Second half October  |
| TJIPANAS ...  | JAPAN | Second half October  | JAVA PORTS         | Second half October  |
| TJILIWONG ... | JAPAN | First half November  | JAVA PORTS         | First half November  |
| TJIMAH ...    | JAVA  | First half November  | JAPAN VIA SHANGHAI | Second half November |
| TJILATJAP ... | JAPAN | Second half November | JAVA PORTS         | Second half November |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor.  
Hongkong, 29th September, 1906.

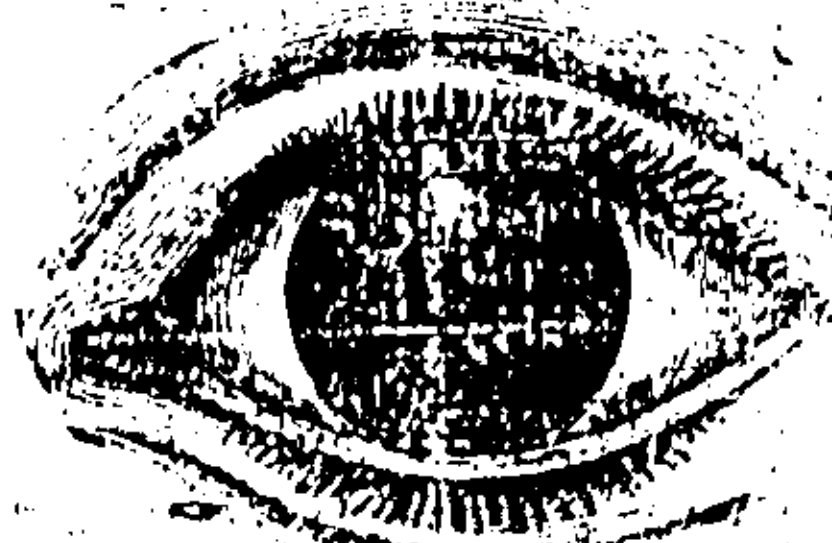
## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Beaulieu Street, 566, Nanking Road,  
 Hongkong, 27th November, 1905.

## Dentistry.

DR. M. H. OHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY,  
 37, DES VŒUX ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 1st July, 1905.

TSIN TING,  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'AGUIAR STREET.  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong, 1st July, 1905.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
 SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS.             | SAILING DATES.                |
|-----------------------|-------------------------------|
| PRINZ LUDWIG          | WEDNESDAY, 24th October.      |
| PRINZESS ALICE        | WEDNESDAY, 7th November.      |
| ROON                  | WEDNESDAY, 21st November.     |
| BUELOW                | WEDNESDAY, 5th December.      |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 19th December.     |
| PRINZ BITEL FRIEDRICH | WEDNESDAY, 2nd January, 1907. |
| SEYDLITZ              | WEDNESDAY, 16th January.      |
| PRINZ HEINRICH        | WEDNESDAY, 30th January.      |
| GVEISENAU             | WEDNESDAY, 13th February.     |
| PREUSSEN              | WEDNESDAY, 27th February.     |

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|  | 1st Class | 2nd Class | 3rd Class |
|--|-----------|-----------|-----------|
| TO NAPLES, GENOA & GIBRALTAR               | \$61.00   | \$42.00   | \$22.00   |
| Return                                     | 91.00     | 63.00     | 33.00     |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG | 65.00     | 44.00     | 24.00     |
| Return                                     | 97.00     | 66.00     | 36.00     |
| * TO NEW YORK VIA SUEZ:                    |           |           |           |
| VIA NAPLES, GENOA OR GIBRALTAR             | 64.00     | 44.00     | 26.00     |
| Return                                     | 115.00    | 79.00     | 47.00     |
| VIA BREMEN OR SOUTHAMPTON                  | 68.00     | 46.00     | 27.00     |
| Return                                     | 123.00    | 83.00     | 49.00     |

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

| STEAMERS.       | TONS. | SAILING DATES.          |
|-----------------|-------|-------------------------|
| SANDAKAN        | 4,765 | THURSDAY, 18th October. |
| WILHELM         | 4,765 | TUESDAY, 13th November. |
| PRINZ SIGISMUND | 3,400 | TUESDAY, 11th December. |

ON THURSDAY, the 18th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|  | 1st Class | 2nd Class | 3rd Class |
|--|-----------|-----------|-----------|
| TO MANILA                                | \$50.00   | \$30.00   | \$20.00   |
| TO NEW GUINEA                            | \$28.00   | \$18.00   | \$14.00   |
| TO BRISBANE                              | \$30.00   | \$20.00   | \$14.00   |
| TO SYDNEY                                | \$33.00   | \$23.00   | \$15.00   |
| TO MELBOURNE                             | \$34.00   | \$24.00   | \$16.00   |
| TO YOKOHAMA                              | \$80.00   | \$50.00   | \$30.00   |
| TO KOBE                                  | \$95.00   | \$70.00   | \$35.00   |
| TO YOKOHAMA & back from KOBE to HONGKONG | \$140.00  | \$100.00  | \$60.00   |

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

|   | 1st Class |
|---|-----------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer  | \$97.00   |
| TO EUROPE VIA AUSTRALIA AND AMERICA   | \$65.00   |
| From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L. |           |

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
 YOKOHAMA & KOBE ..... WILHELM ..... WEDNESDAY, 24th October.  
 SHANGHAI, MAGASAKI, ROON ..... WEDNESDAY, 24th October.  
 KOBE & YOKOHAMA .....  
 SHANGHAI, MAGASAKI, BUELOW ..... WEDNESDAY, 7th November,  
 KOBE & YOKOHAMA .....  
 \* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. E. K. Co., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

|                                       | 1st Class |
|---------------------------------------|-----------|
| TO LONDON VIA PLYMOUTH OR SOUTHAMPTON | \$62.00   |
| TO BREMEN                             | \$65.00   |
| TO PARIS VIA CHERBOURG                | \$65.00   |
| TO NAPLES, GENOA VIA GIBRALTAR        | \$65.00   |

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 12th October, 1906.

## Installations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Jodes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## F. BLACKHEAD &amp; CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTIENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for  
 FERGUSON'S SPECIAL CREAM and  
 W. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
 EVERY KIND OF  
 SHIP'S STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 Hongkong, 7th March, 1905.

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[26]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when

all nature, so to speak, is harnessed by the scientific

method for the comfort and happiness of man. Science has

indeed made great strides during the past century, and

among the most important and useful of these advances

is the discovery of the power of the human mind to

control the forces of nature, and to bring them to

the service of man. This is the great discovery of

the modern age, and it is the result of the

application of the scientific method to the study of

the human mind. It is the result of the discovery

of the power of the human mind to control the

forces of nature, and to bring them to the service

of man. This is the great discovery of the modern

age, and it is the result of the application of the

scientific method to the study of the human mind.

## For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
 guaranteed free from Salicylic Acid,  
 and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts),  
 or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905.

## FOR SALE.

WELSBACH'S

IN-DOOR &

OUT-DOOR

4-LIGHT

GAS ARC

LAMPS,

DO. BOXED

LIGHTS,



## Intimation.

Powell's

ALEXANDRA  
BUILDINGS.JUST ARRIVED  
from Europe.FASHIONABLE  
COSTUMESSmart, Well-cut and  
Dainty.

Reasonable Prices.

A Choice Selection  
of the  
NEWEST AUTUMN

JACKETS

from  
\$14.50  
Each.

Some Up-to-date Light

and Medium-weight

TWEED  
DRESS  
SKIRTS

Well-made, Smart.

Also

DRESS FABRICS,  
GLOVES, LACES,  
TRIMMINGS,  
BLOUSESand a dozen of the  
Very LatestFEATHER  
STOLES.

Inspection Invited.

WM. POWELL,  
LTD.,

HONGKONG.

Hongkong, 9th October, 1906.

## Intimations.

E. A. J. CHOTIRMALL &amp; CO.,

8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFACTURERS  
AND DEALERS in Ladies', Gents',  
Children's Underwear, Silk, Hosiery, Grass-  
cloth, Fancy and Piece Goods, &c.Latest style of Ladies' Blouses and Gentle-  
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

THE ROYAL HONGKONG YACHT CLUB.

NOTICE is hereby given that the SECOND  
ANNUAL GENERAL MEETING  
OF MEMBERS will be held in the Cricket  
Club Pavilion, Queen's Road, Hongkong,  
on MONDAY, the 16th instant, at 5.30 P.M.  
BUSINESS.To receive the Report and Accounts for the  
period ending 31st August, 1906.To elect Officers for the ensuing year.  
And other general business.

By Order.

H. PERCY SMITH,  
Secretary and Treasurer.5, Victoria Buildings,  
Hongkong, 15th October, 1906. [992]CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the Undersigned  
at 12 o'clock (Noon), on SATURDAY, the  
16th instant.The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
instant, both days inclusive.

JARDINE, MATHESON &amp; Co.,

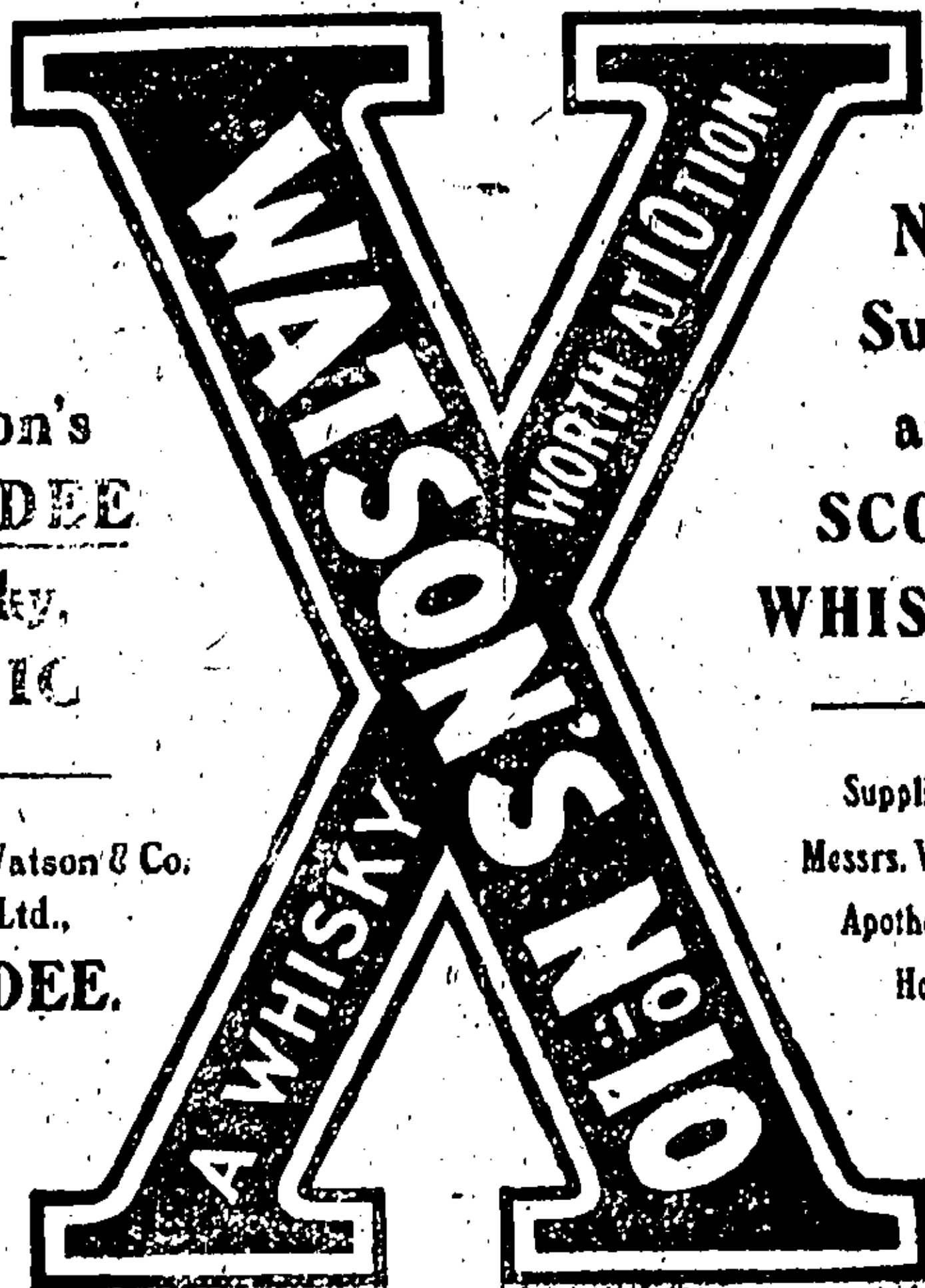
General Agents,  
Canton Insurance Office, Limited.

Hongkong, 2nd October, 1906. [970]

## NOTICE

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

10, Queen's Road, 10th September, 1905.

ASK  
for  
Watson's  
DUNDEE  
Whisky,  
No. 10James Watson & Co.  
Ltd.,  
DUNDEE.No. 10,  
Supreme  
among  
SCOTCH  
WHISKIES.Supplied by  
Messrs. Watkins, Ltd.  
Apothecaries' Hall,  
Hong Kong.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from Messrs. SHEWAN, TOMES & Co.,  
to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## on

## FRIDAY,

the 19th October, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

The Spanish Steamer

"NEIL MACLEOD,"

(as the now lies in Yau-ma-tei Bay).

Conditions of Sale:—

The Ship will be sold as she now lies with  
all Fittings, Gear, &c., &c.TERMS:—Cash before delivery; 25% of the  
purchase money to be paid on the fall of the  
hammer, balance and clearance to be effected  
within 7 days after date of sale.Inspection orders can be obtained from the  
Undersigned.HUGHES & HOUGH,  
Auctioneers.

Hongkong, 11th October, 1906. [999]

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN CO.,  
LIMITED.NOTICE is hereby given that a quantity of  
CARGO saved during and since the  
Typhoon of the 18th September, 1906, and  
present lying in this Company's Kowloon  
Godowns, will be sold by Public Auction on  
MONDAY, October 22nd, at 11 A.M., if not  
previously claimed.The Cargo can be inspected at any time  
upon application to the Undersigned.R. J. MACGOWAN,  
Acting Secretary.

Hongkong, 10th October, 1906. [1000]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from Mrs. BARNES LAWRENCE, to sell by  
PUBLIC AUCTION,

## TO-MORROW,

the 16th October, 1906, at 2.30 P.M., within her  
residence, The "Chalet," Peak,

THE WHOLE OF HER

VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,

Comprising:—

TAPESTRY-COVERED EASY CHAIRS,  
OVERMANTEL with BEVELLED GLASS,  
TEAKWOOD EXTENSION DININGTABLE and CHAIRS, TEAKWOOD SIDE-  
BOARD and DINNER WAGGON with BE-  
VELLED GLASS, GLASS CROCKERY andE.P. WARE SINGLE IRON BEDSTEAD  
with WIRE and HAIR MATTRESSES,  
TEAKWOOD WARDROBES with BE-  
VELLED GLASS, BUREAU, CHEST-OF-

DRAWERS, &amp;c., &amp;c., &amp;c.

ALSO

One COTTAGE PIANO by E. Krauss,  
Stuttgart.A large quantity of BOOKS.  
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 15th October, 1906. [1006]

## Entertainment.

## A SPECIAL SALE

will be held at the

ITALIAN CONVENT,  
ON BEHALF OF THE

POOR ORPHANS.

ON the 18th, 19th and 20th instant, at 2 P.M.,  
of LADIES' and CHILDREN'S UNDER-  
CLOTHING, DRESSES, &c., with Lace and Em-  
broidery made by the inmates of the Convent,  
as well as other ornamental articles.

The Articles will be all priced.

The Superiors hope to receive a large  
share of the public patronage and acknowledge  
the many proofs she has had of their kindness  
and charity.ITALIAN CONVENT,  
28, Cairns Road.

Hongkong, 9th October, 1906. [998]

## A NATION'S STRONG BOX.

AMERICAN SAVINGS IN BANKS AND LIFE  
INSURANCE COMPANIES.From 1883 to 1894 the net deposits in all of  
the national banks of the country increased  
from a little more than \$1,000,000,000 to  
\$4,000,000,000. They fell away rather sharply  
in 1897, following the bad year of 1896. They  
rose from about \$1,750,000,000 in 1897 to more  
than \$3,000,000,000 in 1905. The increase in  
the eight years was not far from 100 per cent.If we add to this the \$3,250,000,000 held by  
the savings banks and the \$4,250,000,000 of  
deposits of State and private banks and the  
loan and trust companies we shall have an  
aggregate of deposits of nearly \$13,000,000,000.That is an average bank account of more  
than \$150 for every man, woman and child  
in the country, or an average of \$750  
for every family, from tenement house  
or fishing village to \$5,000,000 copper kings'  
places on Fifth Avenue. There were in 1904  
and 1905 nearly 8,000,000 individual deposi-  
tors in the savings banks of the country alone.Their deposits were three times greater than  
all of the United Kingdom or Austria, or  
France, and half again as large as the boards  
of thrifty Germany.Neither the savings banks nor the total de-  
posits of every sort of banking institution give  
any adequate idea of the marvellous wealth of  
the country. More than 500,000,000 individ-  
uals in the United States are payingannually to life insurance companies more  
than \$600,000,000 a year. This more than  
\$500 for each policy and represents in  
large part a savings bank account. The growth  
of this form of savings investment has been  
especially rapid with the last eight years. Even  
the enormous business of 1897 (representing an  
income of \$300,000,000) has been doubled  
within the brief period. The revelations of  
corruption and graft and the still more serious  
fact of the prostitution of their immense surplus  
accounts to stock jobbing purposes on Wall  
Street, hinted at rather than laid bare seem to  
have impaired but slightly the general confi-  
dence of the people in the safety and solidity of  
the companies. The accumulated force of a  
rising tide of four or five years sufficed to offset  
the effect of the scandalous disclosures, and the  
increase for the year scarcely fell behind that  
of the preceding periods.

## THIS BURMAN'S PLIGHT.

Indigestion, Headaches and Disordered Liver,  
DR. WILLIAMS' PINK PILLS.Maung San Ba, the popular P. W. D. Over-  
seer of Mandalay, was delighted when called  
upon at his home in C. Road, to express his  
gratitude and thanks for benefits derived from  
Dr. Williams' Pink Pills for Pale People. "I  
have the greatest faith in Dr. Williams' Pink  
Pills," said he, "and the reason for my faith is  
that these Pills have done me so much good." Asked to give details of his case Maung San Ba  
proceeded as follows:—Maung San Ba,  
of Mandalay.  
(from a photograph.)"For years I was a  
victim to indigestion.  
I used to have heavy  
pains in the chest, es-  
pecially after eating.  
My stomach was dis-  
tended and uncom-  
fortable. I was trou-  
bled with bad Head-  
aches and attacks of  
Biliousness, my Liver  
was out of order, and  
there were pains in  
my back, in my knees,  
in fact pains through-  
out my body gener-  
ally. I felt tired,  
weak and lowspirited  
even in the mornings,  
and there were times,  
too, when I wasTOO ILL TO WORK  
and had to remain in  
bed. Needless to say  
I tried different kinds  
of medicines, and I also consulted Doctors,  
both Burmese and Europeans, but nothing gave  
me any permanent relief.It was in 1896 that some friends of mine,  
seeing into what a low state of health I had  
fallen, advised me to try Dr. Williams' Pink  
Pills. They had both of them used these Pills  
themselves with very beneficial results. I  
bought some and soon after commencing their  
use, began to feel my health improving. My  
digestion got into better order, the Biliousness  
and Headaches ceased, I regained appetite, my  
happy spirits returned. I went on using Dr.  
Williams' Pink Pills until my health had be-  
come quite good, and since then none of my  
former ailments have returned. I think so  
highly of Dr. Williams' Pink Pills for Pale  
People that I want all the people in Burma to  
know about them."The testimony of thousands of grateful cured  
sufferers proves that Dr. Williams' Pink Pills  
for Pale People, by their beneficent strength-  
ening, healing action on every organ of the  
body through the blood, cure all Disorders of  
Digestion, Rheumatism, Early Decay, Par-  
alysis, Locomotor Ataxy, Beri-Beri, St. Vitus'  
Dance, Nervous Complaints generally; Skin  
Troubles such as Eczema, Scrofula, Boils,  
Eruptions, Rash as well as the after-effects of  
Fever, Dysentery and Chills. The ladies of  
numberless homes throughout the world are  
never without these Pills, which are obtainable  
almost everywhere throughout the East in  
shops where medicines are sold, as well as  
direct from the Dr. Williams' Medicine Co.,  
Catawagh Bridge, Singapore, who forward 6  
bottles for \$8 or one bottle for \$1.50 post free  
to any address.This Year is supposed to be the most despoil-  
ing ruler, but the Sultan of Turkey is more so. His  
commands are absolute unless they conflict with  
the Koran.

## Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP  
AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Candy, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be sub-  
ject to sale.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 13th October, 1906. [1001]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
steamer are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906. [996]

NORDEUT CHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazar-  
dous and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-MORROW MORNING.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 16th instant, at  
9.30 A.M.All Claims must reach us before the 22nd  
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 8th October, 1906. [992]

## To Let.

## TO LET.

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Voeux Road Central,  
(formerly occupied by Messrs. Shewan, Tomes  
& Co.

Apply to—

HO TUNG,  
Comptroller Department,  
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [999]

## TO LET.

OFFICES in KING'S BUILDING and  
WORK BUILDING.

GODOWNS ON PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in RIVINGTON TERRACE.

A HOUSE in WONG-MET-CHOW ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [997]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [989]

## TO LET.

HOUSES in MORRISON HILL GAP ROAD,  
4 Rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.EUROPEAN FLATS in "WILD DELL"  
BUILDINGS, No. 147, Wanchai Road. Each  
suite contains Bathroom and Kitchen, Very  
Low Rent.GODOWN, No. 6, "WILD DELL" BUILD-  
INGS.

Apply to—

PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.

Hongkong, 24th July, 1906. [997]

## Intimations.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from  
the Military Authorities that GUN PRAC-  
TICE will be carried out as under:—

On MONDAY, the 22nd October:—

From Stonecutters' Island, North shore, in  
a North-Westerly direction, at ranges  
up to 4,000 yards, commencing at 6 A.M.,  
and finishing at 8 A.M.

On SATURDAY, the 27th October:—

From Stonecutters' Island, North shore, in  
a North-Westerly direction, at ranges  
up to 4,000 yards, commencing at 2.30  
P.M., and finishing at 5 P.M.If the weather is unfavourable on any of the  
above dates, Practice will take place on the  
following day.All ships, junks and other vessels are to  
keep clear of the ranges.

E. JONES,

Assistant Harbour Master, &amp;c.

Hongkong, 10th October, 1906. [993]

THE PUBLIC HEALTH AND BUILD-  
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz:—1. Whether the administration of the Sanitary  
and Building Regulations enacted by the  
Public Health and Buildings Ordinance,  
1903, as now carried out is satisfac-  
tory, and, if not, what improvements can  
be made.2. Whether any irregularity or corruption  
exists or has existed among the officials  
charged with the administration of the  
aforesaid Regulation.The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaint they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.Any person examined as a witness in the  
enquiry aforesaid who in the opinion of the  
Commissioners makes a full and true disclo-  
sure touching all the matters in respect of  
which he is examined will receive a certificate  
from the Commission which will protect the  
witness against any civil or criminal proceed-  
ings which may be instituted against such  
witness in respect of any matter touching  
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,  
Secretary.

Hongkong, 6th July, 1906. [990]

THE WINE GROWERS  
SUPPLY CO.

BARRETTO &amp; Co.,



## Intimation.



"STILL LEADING."

**WATSON'S  
E  
LIQUEUR  
SCOTCH  
WHISKY.**

\$15 per case.

**A. S. WATSON & CO.  
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTE.—  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

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additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 50 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-

five cents.

## BIRTHS.

On October 6, at Shanghai, the wife of

ALFRED JAMES WALKER, of a daughter.

On October 6, to Mr. and Mrs. W.M.

JAMESON, a daughter.

On October 8, at Shanghai, the wife of

H. R. H. THOMAS, of a daughter.

On October 9, at Stuttgart, the wife of Lieut.

Commander SECRETAN of H.M.S. *Tal*, of a

daughter.

Sept. 10, at Holgate, York, wife of a CHAPMAN,

Hongkong Civil Service, son.

## MARRIAGES.

On October 6, at Shanghai, MICHAEL JAMES

TIMMONS of Liverpool, England, to ELIZABETH

HADLEY of Shanghai.

Sept. 12, at Calgary, Canada, RICHARD, son

of late T. A. Chaldecott, M.D., of Hongkong to

EDITH EMILY IDA, daughter of W. Delmar

Cavendish.

## DEATHS.

On October 4, at Nanking, LILLIAN, daughter

of the Rev. and Mrs. J. E. Williams, of

Nanking, aged fourteen months.

On October 6, at Shanghai, ANDREW MILLER,

late Chief Engineer C.M.S.N. Co., aged 54

years.

On October 7, at Shanghai, JAMES EDWARD

BIRKBECK, of Liverpool, aged 36.

On October 8, at Shanghai, WILLIAM COWAN,

of H.B.M. Office of Works, aged 51 years.

On October 9, at Hankow, the wife of H. E.

GIBSON, of tetanus.

## The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 15, 1906.

## THE HONGKONG TRAGEDY AND A SUGGESTION.

Seldom has a more harrowing duty fallen to the lot of a journalist in Hongkong than that involved in the work of chronicling the effects of the fire on the *Hankow*, as the result of which hundreds were burned to death or perished in the waters of the harbour. After the typhoon which wrecked the fleet of junks and sampans and which brought ruin and desolation to many a home

it had been considered that the apex of disaster had been reached. But the burning of the *Hankow* strikes a sharper chord of horror in the mind of the spectator, accompanied as it was by scenes which unhappily show the inhuman side of life when face to face with death. There has been a tendency to suggest that such an event could never have occurred except among Chinese, and a smug complacency among a certain section of the community because they are not the natives of the Far East. As a matter of fact there are instances innumerable where scenes equally painful have occurred in Europe and America; where men have ruthlessly crushed and trampled women and children under foot in the mad rush to escape from a building on fire. Humanity is very much the same the world over. The unfortunate part of it was that no strong-willed compatriot could be found on board the *Hankow* to draw order out of chaos. There was no reason why the entire 2,000 passengers should not have been saved had the people been marshalled. While it is true that the ship was a flaming mass in five minutes after the outbreak was discovered, it is also a fact that a theatre audience of several thousands has been known to leave within ten minutes of the fall of the curtain. But of course there must be discipline and absence of excitement; conditions which seem to be impossible to the untutored mind. The officers were powerless, being occupied with other duties and there was no one to calm the excited throng. Many gallant rescues are reported to have been made by men of the Navy, by European civilians and by Indian policemen, but of course it is impossible to set forth the names of all who are entitled to credit. Many a noble deed like the proverbial flower is born to bluish unseen and events which took place at three o'clock in the morning can seldom be adequately represented, but it is a satisfaction to know that the higher instincts of mankind are not lacking in Hongkong when occasion arises. How many escaped from the fiery cauldron will probably never be known, but just as many were rendered penniless, homeless and fatherless by the typhoon so we may take it that hundreds will be affected by the terrible disaster on the *Hankow*. In these circumstances we would suggest that the Committee in charge of the fund for the relief of sufferers by the typhoon should consider the advisability of extending to those bereaved and ruined by the latest catastrophe the benefits which it is intended should be conferred upon the relief grants. The fund will certainly reach \$250,000 from public subscriptions alone and as the Government is pledged to contribute a sum equal to the aggregate collected by the Committee the total amount will in all probability exceed \$500,000. It is hardly possible that the Committee will require that amount in dispensing aid to the victims of the typhoon, and it would be an act of charity to help in whatever manner may be considered most desirable the unfortunate widows and orphans who have lost their bread winners through the fire on the *Hankow*. We take it that not one of those who contributed to the relief fund inaugurated by His Excellency the Governor would have the slightest objection to part of the money so collected being diverted to the relief of the latest band of misérables. After all it was a very small number who escaped from the *Hankow* and although they are unknown at present they can probably be traced to their homes. It may be argued that impostors would batten on the news that relief was to be dispensed to the survivors of the *Hankow* but the same contention applies to those who suffered in the typhoon. If it be possible to discriminate in the one case it is equally so in the other. The Committee in charge of the fund are in the position of trustees and might fear to incur the responsibility of facing the wrath of an irate subscriber to the original fund, but we firmly believe that no such difficulty would occur. Foreign firms would gladly see a portion of their subscription devoted to the relief of the *Hankow* sufferers, for news of the disaster has been flashed to every city of any importance in the world. We may assume that the extent of the calamity and the dreadful scenes on the vessel have not been minimised in transit with the result that the broad heart of all nations will go out to the people of Hongkong. In these circumstances none of the firms which have so generously come to the rescue of the unfortunate would oppose any such step as that we suggest, for after all when calamity follows calamity with the persistence of an evil spirit those who suffer are all equally entitled to a measure of relief. We trust that the Relief Committee will see their way to give this matter their consideration and to adopt our suggestion.

The largest anchor ever made weighed 26,500 lb., and cost nearly £2,000.

The licence issued to certain French ladies to wear male attire costs fifty francs (£2) yearly. Six have been issued.

## LOCAL AND GENERAL.

THE German mail of the 12th ult. was delivered in London on the 13th inst.

LIEUTENANTS R. M. Ranking and J. H. Duguid, Royal Army Medical Corps, stationed respectively at Hongkong and the Straits Settlements, have been promoted captains in their departments.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending September 29, 1906, amounted to 20,540.08 tons and the sales during the period to 17,947.70 tons.

LORD St. Aldwyn and the two arbitrators in the Tanjong Pagar Dock Arbitration will meet in London on Oct. 19 as a Court of Arbitration with reference to the 24 per cent. dividend declared by the company on June 10, 1905.

THE Osaka Shosen Kaisha has abandoned the company's steamer *Akashi Maru*, which recently stranded off Amoy, and given notice to the insurance offices interested. The *Fuchow Maru* will take the place of the *Akashi Maru*.

C. C. MILTON, an artist, residing at the Connaught House Hotel, was charged at the Police Court, before Mr. F. A. Hazell, on Saturday last, and made to pay \$5 for assaulting a chair coolie in Garden Road the previous afternoon.

WE have received from Mr. Mee Cheung, photographer, of 100 House Street, a set of very fine photographs of the s.s. *Hankow* after the fire of yesterday morning. The photos are well worth the money, being sold at 10, 15 and 25 cents each, according to size.

SERGEANT MURISON, arraigned eighteen chair coolies before Mr. H. H. J. Compertz, this morning, at the Police Court, charging two of them with keeping a gambling house at No. 5, George Lane, on Sunday night, and the remainder with gambling. Evidence was heard, and his Worship fined the first two men \$50 each and the remainder \$3 apiece.

As will be seen from a notice in another column a special sale of feminine garments embroidered with lace by the girls at the Italian Convent is to be held during three days this week, the 18th, 19th and 20th inst. The object is a very worthy one and those who appreciate good work at moderate prices will no doubt take advantage of the opportunity to replenish their wardrobe for the winter season.

HASHUJI Morekawa, a Japanese tattooer, of No. 60, Queen's Road Central, was arrested by Detective-Sergeant Grant on Saturday afternoon in a shop in Queen's Road Central. Morekawa was trying to sell a loaded revolver to a Chinaman, for which he had no permit. He was removed to the Central Police Station and released on \$25 bail. He came before Mr. F. A. Hazell, at the Police Court this morning, and on admitting possession of the revolver and cartridges he was fined \$2, and the revolver confiscated.

CHAN Loi, a coolie, employed in the Occidental Hotel, Kowloon, was charged before First Police Magistrate Mr. Compertz, at the Police Court, to-day, with stealing 115 from Gaston Regairaz, chief officer of the steamer *Charles Hardouin* on Saturday. The complaint was alleged to have dropped the money in the hotel. It was picked up by defendant, who denied that he saw the money. A policeman was called, accused was searched and the money recovered on his person. The charge being proved defendant was sentenced to six weeks' hard labour and six hours' stocks.

THE C.N.S. *Kuon-tse*, which arrived at Shanghai on 11th inst. from Amoy, reports: At 8 a.m. on the 8th inst. passed the I.C.S. *Wing-lung* and two lighters at anchor off Station Island, Haitan Strait. At 3 p.m. passed the *hanghai* tow-boat *Keng-mun*, with funnel carried away, and two lighters at anchor under Matou Island. The *Kuon-tse* signalled that she was disabled. At 3.30 p.m. passed the I.C.S. *Kuon-tse* towing one lighter off Matou Island, steering south. Strong N.E. monsoon and rough sea from Amoy to Haitan Island. Thence to port light northerly winds and S.E. clear weather.

ON 5th inst., at noon, Viscount Haya-shi, Minister for Foreign Affairs gave a farewell dinner at the Hamar Detached Palace in honour of Sir Claude and Lady Macdonald, who are shortly going home on furlough. All the officials in the British Embassy were also invited. Besides the distinguished guests the were present Viscount Tamai, Minister for the Imperial Household, Mr. Chinda, Vice-Minister for Foreign Affairs with Mrs. Chinda, and others. In the evening Sir Claude and Lady Macdonald and Colonel Hume, Attaché in the British Embassy, with other officials, were the guests of His Imperial Highness General Prince Fushimi, who gave a dinner in honour of the British Ambassador.

ELEVEN butchers from Kennedy Town slaughter-house were charged at the instance of Inspector Collett, before Mr. H. H. J. Compertz, to-day, with assaulting another butcher, of 5, Wai Sun Lane, in the abattoir on Saturday. Mr. P. W. Goldring appeared on behalf of the defendants, who denied the charge. There are two gangs of butchers working in the slaughter-house—the Central gang and the West Point gang. On Saturday, the complainant, who belongs to the Central gang, slaughtered a pig and dipped the carcass into the scalding pan of the West Point men. This annoyed the latter and a quarrel followed, during which, as it is alleged, the defendants assaulted the complainant. The solicitor for the defendants applied for a remand and the case was adjourned.

## THE VOLUNTEER CAMP.

FIRST DAY AT STONECUTTERS.

[From Our Special Correspondent.]

Stonecutters' Is., Monday.

With excellent weather the Hongkong Volunteers opened their annual Camp at Stonecutters' Island on Saturday afternoon. The first launch for conveyance left Blake Pier, at 2.45 p.m. followed by the other routine launches and there was a fairly good muster, taking into consideration the fact that few could afford to miss their Saturday's cricket or football.

The encampment is pitched on the same site as that of former years, being located well in the open and close to the sea. Sixteen tents were reserved for the accommodation of the officers, 32 bell tents for the reception of the men, 5 for the staff sergeants and instructors, 3 for the officers' mess, 2 for the guards, 1 for the hospital, 1 for the headquarters office, 1 tailor's shop, 1 lecture tent, 1 storeroom tent and there were also a dining matshed, a canteen matshed, and a shed for servants supplied by the contractor. Each tent was furnished with beds, bolsters and blankets and had accommodation for four men and in some cases five.

Thanks to the efforts of Capt. Crane and Lieut. Peysolds, the Engineer Company were allotted the task of electric lighting which proved such a success last year. The electric plant was lent by kind courtesy of the officers of the Royal Engineers and the lights were worked by the search-light dynamo.

Sergt.-Major Stevenson, R.E., and Staff Sergt. Bush were responsible for the installation of 130 odd lights.

The opening parade took place at 4.45 p.m. and Col. Sergt. Croucher and Corp. Mills, R.W.K., put the men through a series of elementary infantry drill preparatory to their being placed on fatigue duty. The sergeants in charge of the sub-divisions were held responsible for arranging the tents according to the authorised pattern, a model of which already had been fitted up.

Saturday was an authorised guest night, but few availed themselves of the opportunity of dining with the citizen soldiers.

The catering, etc., was in the hands of Ying Kee and the food from a soldier's point of view was all that could be desired. Over 140 men attended Camp on Saturday.

The right half of No. 1 Co. was on guard, and there were two guard tents, the main and the rear, and the members who constituted the former had a lively time in their endeavours to capture a reptile, but eventually succeeded in doing so.

The men on guard noticed the disastrous fire that was raging on the ill-fated s.s. *Hankow* and one bright specimen being taken unaware by the sudden glare quickly announced it was sunrise! Of course he had very little idea of what was happening on the other side of the harbour.

At 10.15 a.m. on Sunday the corps in conjunction with a company of the Royal West Kents (with their Pipe and Drum Band) fell in for divine service. The military chaplain, the Rev. Mr. Searle, preached a most eloquent sermon taking his text from Matt. 22, 36 and 20. "Thou shalt love thy God with all thy heart, with all thy soul and with all thy mind, and thou shalt love thy neighbour as thyself."

At noon the Commandant inspected the Camp and was pleased with the general appearance of the tents.

In the afternoon many members of the fair sex visited the camp.

This morning 24 men from the No. 1 Artillery Company were detailed to fire off their annual musketry course, while the remainder were given 15 pdr. and maxim gun drill.

The men have put in some very hard work and discipline has been very good throughout.

## CLAIM FOR GOODS SOLD.

A TANGLED CAUSE.

In Summary Jurisdiction at the Supreme Court this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, the Cheung Hing firm, of 36 Wing Lok Street, sued Leung Tsun Tung, of No. 10 Wilmer Street, and others, for the recovery of the sum of \$725.03, being the amount alleged to be due by defendants to the plaintiff firm, for goods sold and delivered by the latter to the former. Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the third defendant, the first and second neither being present in person nor by representation.

Mr. Deacon asked that the case against his client might be dismissed. He had given notice of this application to Mr. R. A. Harding, the plaintiff's solicitor, as his Honour had suggested, and was informed by Mr. Harding that he was no longer instructed in the matter.

His Honour: Mr. Harding was for plaintiff all round—against all three defendants.

Mr. Deacon: Yes, my Lord, but he is not instructed and is not here now.

His Honour: Is anyone representing the other defendants?

Mr. Deacon: No, my Lord, one is bankrupt, and as regards the other he was not served with the writ.

His Honour: Well, all I can do is to strike out the case with costs, and the parties can fight it out among themselves.

Order made accordingly.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 15th at 11.50 a.m.—Barometric changes are slight.

The area of high pressure is still lying over S. Japan, and the lowest pressure is over the middle part of the China Sea and the Pacific towards the S. of the Loochoos.

Fresh monsoon is indicated in the Formosa Channel, and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamooks, same as No. 1.

4.—South coast of China between Hongkong and Haitan, same as No. 1.

## THE BURNING OF THE S.S. "HANKOW."

HEROIC RESCUES.

Notwithstanding the heat and smoke caused by the fierce fire on board the steamer the work of rescue on the part of policemen, firemen and civilians alike was conspicuous for several instances of gallantry, and from the difficult positions where some of the passengers were saved it was a wonder to us that some of the life-saving party did not lose their own lives in the rescue.

An Indian excise-officer, Kair Singh, was prominent in rescuing drowning people. He was continually jumping into the water and as soon as he got one person ashore, he would go into the water again. It is said that he rescued no less than a dozen lives.

A Portuguese gentleman, Mr. J. A. S. Alves, well-known in local athletics circles as "Jack," was seen to jump into the harbour and rescued a woman from under the burning vessel. He was in imminent danger of his own life from the burning sparks that fell about him while in the water.

One of the most gallant rescues effected by the police was that performed by Detective-sergeant Grant, who was assisted by Chief Inspector Baker. They were on the wharf during the excitement. Suddenly they noticed a man in the water between the burning ship and the wharf. A rope was procured and lowered to the Chinaman and they started to pull him up. The heat was intense. When a few feet from the pier the unfortunate man could not stand the heat and letting go his hold on the rope he re-entered the water. Grant, seeing that it was impossible to save the man's life by means of a rope, threw off his jacket, and jumped into the sea. He seized hold of the man and after some exertion got the man safely on to the wharf. When this was accomplished, Grant, hearing cries elsewhere, took to the sea again, and on swimming round to the port side of the steamer he saw a woman with her baby lashed on her back, clinging to the paddle wheel of the burning ship. Near her was the chief officer of the *Hankow* who was doing all he could to get the woman ashore, but she would not release her grip from the wheel. All that time the flames were licking the sides of the ship and volumes of smoke were issuing from all sides of the vessel. Grant swam up to the woman, and with his knowledge of the Chinese language told her not to be afraid, and that if she remained quiet she would be got ashore. She obeyed, and she was got ashore safely. The fact that over 200 persons were saved, both from the burning ship and from the water, shows that the services rendered by the firemen and the civilians were intensely valuable.

The officials present during the conflagration were: Captain Lyons (in charge of the fire brigade), Chief Inspector Baker, Inspector Warnock (superintending the removal of dead bodies), Assistant Engineer Lane (in charge of the fire engines), who did very good work in keeping the engines going at full pressure all through the fire, Sergeants Macdonald, Lee Davitt and Grant, Constables Cooper, Parr, Murphy, Counsel, Fox, McLennan, Wilson, Sutherland and Sergt. Arlinton (in charge of the wharf), and P.C. Ingham, officer deputed to keep the crowd away from the wharf.

## THE DEATH LIST.

The following is the official record of corpses recovered by the police in the harbour and on board the steamer:—

From the Harbour.

Women ..... 44

Men ..... 6

Children ..... 15

..... 65

From the "Hankow."

Adults ..... 15

Children ..... 2

..... 17

Up to the present, as it will be seen from the above return, only eighty-two bodies have been recovered by the police. Several were got out from the water in an unconscious condition, but first aid failed entirely to bring them round, and they expired shortly afterward. Four more bodies were picked up from the harbour early this morning. They were under the hull of the *Hankow* and when that vessel was towed out to dump her rubbish the bodies floated out from under her.

THE DERELICT TOWED OUT.

At 7.45 a.m. to-day the Dock Co.'s tug *Robert Cook* drew alongside the derelict and very soon after had a tow-line made fast to the bow of the *Hankow*, which she towed out of the wharf at eight o'clock. A Taikoo's tow-boat assisted the *Robert Cook*; she lashed herself to the starboard stern of the derelict to prevent its drifting when being towed across the crowded fairway in the western section of the harbour. The derelict was towed out to Kwei-chow beyond the harbour limits to enable the huge mass of rubbish on deck to be dumped into the sea. It is said to-day that many more corpses were found among the heap of burnt cargo, etc., Capt. Branch went out with the remnant of his boat this morning.

The Dock Co.'s tug *Edith* will proceed to the *Hankow* this afternoon to tow her back into the harbour.

YANOTZE STEAMER TO REPLACE THE "HANKOW."

To replace the s.s. *Hankow* on the Canton River traffic we hear it has been decided to telegraph to Shanghai for one of the many Yangtze passenger steamers to proceed South. The typhoon has sufficiently disorganized the river traffic, which cannot do without the loss of another boat of the size of the *Hankow* for any length of time. Hence the temporary measure of expediency which has commended itself to adoption. We have not yet heard if the *Hankow* is to be repaired or condemned to the scrap heap.

QUEEN Elizabeth issued an edict in 1563 forbidding anyone to "pnynt or pourtray her Majesty's visage."

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

VAH KA-DER EXECUTED.

END OF AN ADVENTUROUS CAREER.

[From Our Own Correspondent.]

Shanghai, 15th October,

10.55 a.m.

It is reported that the notorious bandit Vah Ka-der, who was betrayed to the police some days ago, was executed at Soochow on Saturday.

[The latest issue of the N. C. B. News says with reference to Vah Ka-der, "It is understood that under instructions from H.E. CHUN Kuei-lung, Governor of this province, at Soochow, the Shanghai Taotai was to send Vah Ka-der last night 10th inst. to the capital city for final trial and examination. During the four times Vah Ka-der had been before his judges here in the Taotai's yamen, consisting of Mr. Wang, Shanghai Magistrate, Mr. Kuan, Mixed Court Magistrate, and Mr. Liang, judicial attaché of the Taotai's staff, he categorically denied all the charges made against him, declaring them to be the work of his enemies who had saddled their sins upon his devoted shoulders. A gentle reminder of eighty strokes of the rattan on those shoulders also failed to bring any confession.—Ed., H. K. T.]

## FRACAS IN SHANGHAI.

GERMANS &amp; JAPANESE COLLIDE.

ONE JAPANESE KILLED AND ANOTHER WOUNDED.

[From Our Own Correspondent.]

Shanghai, 15th October,

10.55 a.m.

A serious fracas, which had fatal results, occurred at a Hongkew restaurant on Saturday.

Three German sailors are alleged to have quarrelled with some Japanese with the result that two of the latter were stabbed.

One of the injured men is already dead and the other is lying in a critical condition.

The Germans have been placed under arrest.

## FIRES IN CANTON.

SHAMEEN BUILDINGS GUTTED.

FOREIGN STORES SAVED BY THE FIRE BRIGADE.

[From Our Own Correspondent.]

Shameen, 15th October,

1.40 p.m.

At four o'clock on Sunday morning a serious fire started in Shakes' at Hing Kee's premises and proved most destructive.

Nine buildings were destroyed altogether.

The barracks of which Captain Young is in command, the Mutual Stores, and Messrs. A. S. Watson & Co.'s buildings were saved by the exertions of the Shameen fire brigade.

In the evening, towards seven o'clock, another fire was reported to have broken out at Tungtuk Street.

It proved to be of formidable dimensions.

Ten buildings were completely gutted.

The fire originated in a tobacconist's store.</



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

VLADIVOSTOK.

SUGGESTION A FREE PORT.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

A resolution has been passed by a Russian Commission in favour of the opening of Vladivostok as a free port.

GRODEKOFF RECALLED.

[From Our Own Correspondent.]

Shanghai, 15th October, 3.25 p.m.

General Grodekoff has been recalled from Vladivostok.

## JAPAN'S MILITARY NOTES.

RAPIDLY RISING IN VALUE.

WORTH MORE THAN RUSSIAN ROUBLES.

[From Our Own Correspondent.]

Shanghai, 15th October, 10.55 a.m.

The military notes issued by Japan in the district of Chungchun during the war have soared far above the rouble in value.

The rise in value is due to the completion of the South Manchurian railway.

## KING'S REGULATIONS.

TO PREVENT POLICE STRIKES.

SHANGHAI SIKH CONSTABLES AND THEIR DUTIES.

[From Our Own Correspondent.]

Shanghai, 15th October, 3.25 p.m.

As a consequence of the recent strike of the Sikh policemen, who demanded increased pay, Sir John Jordan British Minister at Peking, has issued a King's Regulation under Article 155 of the Order in Council of 1904.

The Regulation is dated the 12th October and makes disobedience of lawful commands, desertion, and persuasion to desert from the Shanghai Municipal Police branches of the King's Regulation punishable by severe penalties.

[Reuter's.]

## Italy.

LONDON, 14th October.

General Pedotti, the former Italian Minister for War, and now commander of the 4th Army Corps, speaking at Turin, said that Italy's new armaments were the best guarantee that the integrity of Italy would be maintained, from the Alps to Quarnero. The speech has caused a sensation in view of the present strained Austro-Italian relations, and as Quarnero is Austrian territory.

Later.

## Sensation in Germany.

An indescribable sensation has been caused in Germany by the publication of the diary of a former Chancellor, Prince von Hohenlohe, comprising a narration of the Kaiser's own description to Prince von Hohenlohe of the three weeks preceding Prince Bismarck's downfall.

Prince Hohenlohe recalls the conversation with the Tsar in 1896 when the Tsar said that his chief task was in connection with his policy in the Far East. The Japanese hadn't money, and would take years to complete their armaments. By that time the Siberian railway would be ready and Russia prepared for any eventuality.

Later.

Prince Hohenlohe records a conversation with the Tsar at Petchhof in which the Tsar referred to the tour in Japan, when an attempt was made on the life of the Tsarevitch by a fanatic.

He said: "In spite of the scar which I bear on the forehead, I have much sympathy with the Japanese. Every thing I saw in Japan greatly impressed me, and I was struck by the great orderliness, civility, and intelligence of the population, but sympathy did not prevent me from acting against the Japanese when they sought to go too far."

## The Newfoundland Fisheries.

13th October.

The Newfoundland Cabinet has resolved to resist, to the fullest extent of the law, the enforcement of the *modus vivendi*.

## Chinese in South Africa.

The *Cranley* has sailed from Durban for Hongkong, with 1,647 repatriated Chinese, mostly composed of undesirable.

## UNPAID BOARD.

TWELVE MONTHS OVERDUE.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, Tsoi Chik-nam, proprietor of the Stag Hotel, preferred a claim against John Herd, and Yung Siu Kin, to recover the sum of \$1,500, being the amount alleged to be due by defendants to the plaintiff for board and lodging supplied to the first defendant from 28th September, 1905, to 27th September, 1906.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appearing for the first defendant, Mr. F. Paget Hett, of Messrs. Branton and Hett, representing the second defendant.

His Honour said that as regarded the first defendant he could not be sued, according to the amendment in the writ.

Mr. Gardiner: I don't think that the amendment releases him, my Lord.

His Honour: But you can't sue him.

Mr. Gardiner: I will prove to your Lordship that the agreement made between the parties was to the effect that if the first defendant did not pay, the second defendant would do so.

Mr. Grist: Then he ought to sue on guarantees.

His Honour: The only person you can sue is that who is the second defendant; you cannot sue the first, as far as I can see, he has never promised to pay.

Mr. Gardiner: I am not pressing the matter against the first defendant.

His Honour: My own opinion is that there must be judgment for the first defendant.

Mr. Gardiner: I don't mind that, my Lord.

His Honour: Very well, now, having eliminated the first defendant, are you quite correct and in order in your form of suing the second defendant?

Mr. Gardiner: I am suing on a promise made on September 28th, 1905, at the time when Mr. Herd took up his residence at the Stag Hotel.

His Honour: Well, perhaps we may as well go on with that.

Mr. Gardiner said that in this case the second defendant, manager of a timber concern, bought all the necessary plant and machinery for erecting a sawmill in Canton, and negotiated for the services of an engineer to erect the same. The choice fell upon one John Herd, a mechanical engineer then employed in British Columbia, and all things being satisfactory an agreement was entered into between the parties under which Mr. Herd was to come out to Hongkong, his passage and expenses to be paid by the second defendant, and salary to commence from date of leaving British Columbia. Herd arrived on the 28th September, 1905, and was taken by the second defendant to the Stag Hotel where he engaged a room, entering his name in the visitor's book. The clerk in charge asked for payment in advance, and the first defendant turned to the second and spoke to him about it. The latter said that it would be alright, and the bills would be paid on presentation to the second defendant at his office at the end of each month. The bills were not paid and so this action was brought.

Evidence was adduced in corroboration of the above facts, and the case for the plaintiff closed.

On the defence, Mr. Herd submitted that his client was not liable for more than the amount they had paid into Court, viz. \$37, for the reason that on the 8th December his client wrote a letter to the proprietor of the Stag Hotel giving him notice that he, the former, would not be responsible for Mr. Herd's board and lodging as from that date. He produced a press copy of that letter, and also the signature for receipt of same, in the chit-book, signed by the manager of the Hotel.

His Honour: Prove that signature and that settles the matter.

Mr. Gardiner: This letter is a complete surprise to me, my Lord; it is the first I have heard of.

Mr. Lobo, called, said he was the manager of the Stag Hotel. The signature in the chit-book was his. He received the letter but did not open it.

His Honour: Don't you usually open letters received at the Hotel?

Witness: Not if they are addressed to the proprietor as I have no authority.

His Honour: Well, who opened this letter?

Witness: I don't know.

His Honour: Was it ever opened?

Witness: I don't know, my Lord; the proprietor is away.

His Honour: Well, it is clear that the notice was received in the Hotel, and that clears the second defendant from the date of such notice. There will therefore be judgment for plaintiff for the money paid into Court, and costs, against the second defendant.

## FIREMAN REFUSES DUTY.

A SEVERE PUNISHMENT.

Capt. Joseph Watson, master of the steamer *South America*, charged Thomas Kelly, a fireman on board his ship, with disobeying his lawful commands on the 14th inst. The case was heard by Mr. H. J. Gompertz, at the Police Court this morning.

The defendant pleaded guilty to the charge.

His Worship: How did he disobey your orders?—Why, the man has not done a stroke of work since the 7th inst.

"Where did you ship him?"—In New York.

When asked what he had to say, defendant replied that his life was a misery on board ship. The reason why he refused to work on board was that some time ago he obtained two hours' leave and when he returned the captain kept back some of his money.

His Worship said that that was no reason to refuse work.

"When do you leave, captain?" asked his Worship.

"To-morrow."

"Do you want this man on board?"

"No, I don't. What's the good of having a man on board if he won't work?"

His Worship sentenced defendant to six weeks' hard labour and to forfeit six days' pay.

## THE S.S. "KINSHAN."

As we go to press we learn that the *Robert Cook* is casting off her moorings to steam out to Brothers Point. Another attempt is to be made to tow off the *Kinshan* from the beach at Castle Peak Bay, and by competent experts it is believed the *Kinshan* will be seen in port before noon to-morrow. The *Edith* may assist the *Robert Cook*.

## AN ANCIENT LAWSUIT.

MISSIONARY-PLAINTIFF NON-SUITED.

[From a Correspondent.]

Canton, 13th October.

Some years ago a Cantonese, named Wong Shiu Ping, made plans to build a business house at Fong Chun, near Fati, Canton, and had marked out the land for the purpose, and had had it surveyed, and so forth. Then in stepped an American missionary, named Mrs. Kerr, who claimed the land as her property. A dispute arose between the parties, and as there was no prospect of the matter being settled between them, Mrs. Kerr went to law, and the case dragged on for some years. Recently, however, H. E. Viceroy Shum despatched a magistrate to the scene, to make a thorough investigation into the affair in dispute, and then to make a full report to H. E. Viceroy Shum.

Upon receiving this report from the magistrate H. E. Viceroy Shum sent an intimation to the American Consul-General at Canton, the text of which is as follows: This case has been renewed again and again for the last few years, and officials have been deputed more than ten times to investigate the affair, and it was his opinion that the matter could be settled at once, and not delayed any longer. In going into the matter at last it was found that the Lunatic Asylum, built on the ground adjoining that claimed by Mr. Wong Shiu Ping, is only rented by Mrs. Kerr. The lots are in two parcels: one large and one small. The larger piece has been paying tax for more than 17 years, and the smaller piece for 25 years. According to Chinese law a person buying or selling landed property must draw up a proper title deed, setting forth the measurement, owner's name, proper position and situation, and the exact boundaries, so that a person cannot buy a small plot of land, with a view to seizing a plot adjoining, which is another man's property.

According to the "Tai Ching Law Book," in the clauses relative to the sale of land by private arrangement, it is laid down that whenever any person claims any land as his property, as having belonged to him for a long time, it can be proved at any time, from the books kept in the Treasury Department, as well as from the tax-books kept by the same department, who is and who is not the owner, and therefore whether the person claiming the land has a legal right to it or not, and if he has such right the measurements in the register will show to just how much he is entitled, while the possession of the title-deed will establish his legal ownership.

If the measurements are wrong, then it must be seen whether the owner has placed any stone or mark, with his name on it, on the boundaries. When a new title-deed is issued the old one is to be cancelled as being null and void, and should any person at any time go to law upon an old title-deed such person will be seriously punished.

In the present case, Mrs. Kerr and Wong Shiu Ping went to law about a piece of land which was outside the measurements of the land held by Mrs. Kerr, as rented from Cheong King Tong. But Mrs. Kerr has not proved that she ever rented the land at all, nor has she any title-deed. The arrangement under which she holds the land only refers to one piece measuring 17 1/2 mou, and the other piece, measuring 1 1/2 mou, is not hers, and she has no right to it. This is very clear. The former American Vice-Consul-General had said that Wong Shiu Ping's land was formerly bought from Mr. Hong, who, however, did not point out to the District and Officer that his land was connected with another property, such as the properties of Lo Shung Tai Tong and others, who stated that Mr. Hong held the property unlawfully. But then the former American Vice-Consul-General had no knowledge of Chinese laws regarding the buying and selling of land in China. According to the regulations of the Board of Revenue anyone who is a true Chinese subject is entitled to own land within the Empire of China, so that when any person, being a Chinese subject, wishes to open up and cultivate unoccupied land, or erect buildings thereon, must make an application for right to same to the Board, and the first man so applying will then be the lawful owner of the land in question. As such, he must give his correct name and address, describe the boundaries of the land, with its measurements, etc., and a proclamation must be posted on the land, notifying the people of what has been done, and warning anybody having, or believing they have, a claim to the said land to come forward with all proofs of their claim, and if no one comes forward, or if anyone comes forward but cannot substantiate his or her claim, then officials shall give the applicant a title-deed making him the legal owner of the land in question, subject to the payment of the annual tax. This shows that only foreigners cannot own land in China. Furthermore, it is unlawful for one person to pay the tax on land belonging to another person, with a view to subsequently saying the land is his. Fifty years ago, in the reign of Tong Chi, the Canton Magistrate issued a proclamation stating that this land would be Mr. Hong's if no one else claimed it. Neither Lo Shung Tai Tong nor the others came forward to make any claim, and the land was accordingly declared by the Magistrate to be Mr. Hong's property. The land had changed hands many times, but it became quite the lawful property of Wong Shiu Ping when he purchased it, and was outside of any land Mrs. Kerr might have a right to. This is only justice; and each party should look after his or her own land.

## THE RELEASED BOYCOTTERS.

All the vernacular papers published in Hongkong have sent telegrams expressing cordial congratulations to Messrs. Ha, Pun and Ma, the American boycott singleaders, upon their release from gaol.

## H. M. VICEROY CHOW FU.

A message has been received by the officials from H. E. Viceroy Chow Fu intimating that it is His Excellency's express wish that, on the occasion of his arrival in Canton, to take up office as Viceroy of the two Kwangs, there shall not be any presentation of silk canopies or umbrellas, as has heretofore been customary upon such occasions.

## CANTON NEWS.

VICEROY SHUM'S ORDERS.

[From Our Own Correspondent.]

Canton, 12th October.

The Chamber of Commerce, at the instigation of Viceroy Shum, has abolished the Pak Kop Piu, which is the name of the "pigeon" ticket lottery. The ticket was so cheap that even the beggars were in a position to purchase them with the result that the tendency to gamble is increased. Moreover, Kwangtung was the only province which had this form of gambling.

It is future when mandarin meets mandarin there will be no further kow-towing. Such is the effect of a decree issued by Viceroy Shum.

In view of the early departure of Viceroy Shum for Yunnan and Kweichow the nine charitable guilds and 71 commercial guilds proposed to present him with umbrellas in his honour. The Viceroy, however, promptly issued a proclamation stating that he did not desire umbrellas, and besides he did not wish to see the money of the public squandered.

A notice has been issued by the Customs authorities to the effect that all launches must proceed to their destinations direct, with no half-way stoppages. The object of the order is, of course, to foil pirate attacks.

## PRISON SUICIDES.

The Commodore of the Chinese fleet, Chin Chi Fan, was ordered to the Viceroy's prison yesterday and after a short examination was cast into prison. No reason has been made public regarding his offence, but this morning he was found to have committed suicide. An inquest was held by the Nambai magistrate. The case has created a sensation in Canton.

The murderer of Li Chung, who was extradited by the Hongkong Government a few days ago, committed suicide in prison yesterday. He was to have been beheaded on Saturday.

## INDIAN SOLDIERS AGAIN.

EUROPEAN GENTLEMEN ASSAULTED.

Not satisfied with taking advantage of innocent Chinese at Yaumati recently, the Indian soldiers stationed on the peninsula went a step further this morning when they assaulted two well-known European gentlemen in their own garden. From particulars which reached us to-day we are given to understand that some time this morning, while the gentlemen in question, whose names we are not as yet in a position to disclose, were inspecting the flowers in their garden, they came across two Indian soldiers, one carrying a gun, trespassing on their property. The Indians were asked what they wanted and it was alleged they became insolent and they were told to get out. Whereupon, according to our informant, one of the gentlemen was struck on the mouth, by one of the soldiers, while the other soldier made an attempt to use the butt end of his gun on the gentleman's head, but the blow was ward offed by the gentleman, who, but for his arm in time, they then left. The names of the soldiers were obtained later, and steps will be taken to bring these men to book.

## DEATH OF MR. F. F. GUTERRES.

The *Jagan Chronicle*, of 7th inst., writes:—We regret to have to record the death of Mr. F. F. Guterres, which took place at his residence at Kobe yesterday. By his death the foreign community loses, not only one of its oldest, but one of its most respected members. Though he never took a prominent part in public affairs Mr. Guterres was very well known, and highly esteemed by reason of his unimpeachable kindness and thorough integrity. Notwithstanding that he had a large family dependent upon him he unhesitatingly helped many a young fellow, irrespective of creed or nationality, or what thanks he might receive.

Mr. Guterres was born at Macao on July, 12th, 1836, and he was thus just over 70 years of age when he died. He came to Yokohama in the first year of Meiji (1867), and very soon after to Kobe, where he remained ever since. He was first connected with the firm of Scott & Co., auctioneers, and commission agents, and afterwards was with Moutilyan, Heiman & Co. In 1885 he joined the Hongkong and Shanghai Banking Corporation, where he held a position of trust up to the time of his death. When the Portuguese Consulate was in the hands of merchant-consuls he used to do practically all the work for them, as most of the representatives were unacquainted with the Portuguese language. About 11 months ago he fell ill with pneumonia and has been ailing ever since, though he bore his illness with cheerfulness. He leaves a widow, four sons and two daughters, with whom much sympathy will be felt.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers—Hongkong Fire \$327, China Fire Insurance Co. \$94, Shell Transports 20/6, Electric \$147, Tramways \$215.

Sellers—Unions \$775, Cautions \$310, Indochina \$874, China and Manila \$23, Douglas \$43, China Sugars \$133, Kowloon Wharves \$91, Hongkong Land \$108, West Point \$50, Hongkong \$125, Humphreys Estate \$200, Canton \$13, China Borneo \$10, China Products \$0.50, Ices \$236, Ropes \$37, China Light and Power \$10, Watsons \$12, Powells \$270.

Sales—Hongkong Banks \$800 London 2/5.10, Canton Insurance \$320, National Banks \$47, H.K. & C. M. Steamboats \$16, Raubis \$10, Hongkong Docks \$153, Shanghai Docks \$106, Hongkong Wharves \$13, Dairy Farms \$17, Cement \$192.

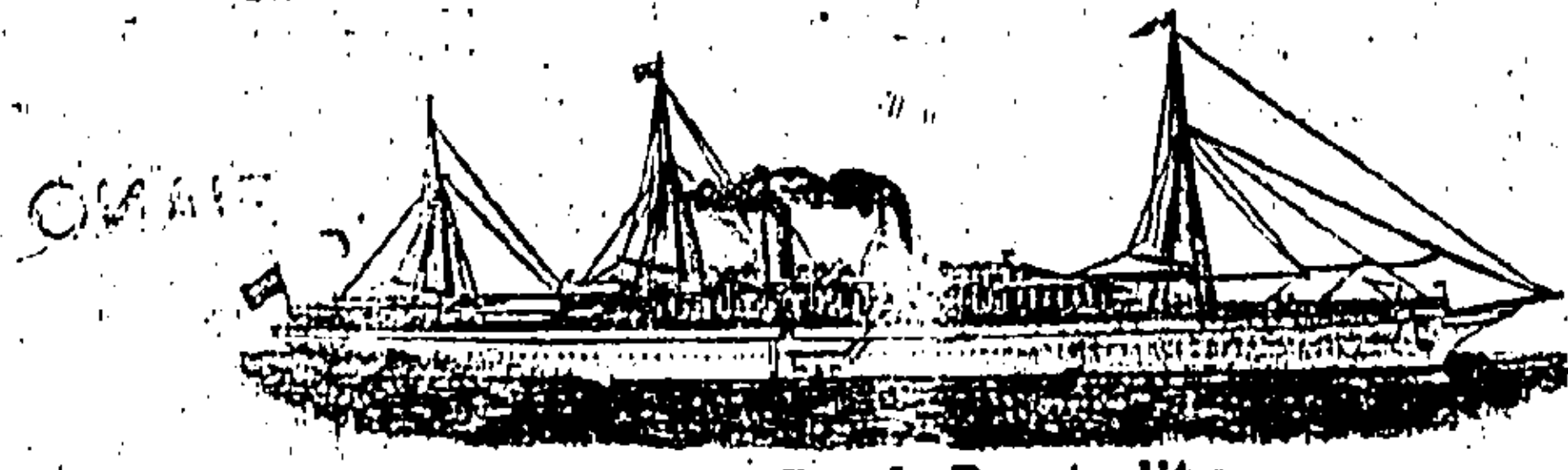
## F.D.A. &amp; X.H.A.M.

Selling.

London—Bank T.T. 2/3 1/16, Do. demand 2/3 1/16, Do. 1 month 2/3 1/16, Do. 3 months 2/3 1/16, Do. 6 months 2/3 1/16, Do. 9 months 2/3 1/16, Do. 12 months 2/3 1/16, Do. 15 months 2/3 1/16, Do. 18 months 2/3 1/16, Do. 21 months 2/3 1/16, Do. 24 months 2/3 1/16, Do. 27 months 2/3 1/16, Do. 30 months 2/3 1/16, Do. 33 months 2/3 1/16, Do. 36 months 2/3 1/16, Do. 39 months 2/3 1/16, Do. 42 months 2/3 1/16, Do. 45 months 2/3 1/16, Do. 48 months 2/3 1/16, Do. 51 months 2/3 1/16, Do. 54 months 2/3 1/16, Do. 57 months 2/3 1/16, Do. 60 months 2/3 1/16, Do. 63 months 2/3 1/16, Do. 66 months 2/3 1/16, Do. 69 months 2/3 1/16, Do. 72 months 2/3 1/16, Do. 75 months 2/3 1/16, Do. 78 months 2/3 1/16, Do. 81 months 2/3 1/16, Do. 84 months 2/3 1/16, Do. 87 months 2/3 1/16, Do. 90 months 2/3 1/16, Do. 93 months 2/3 1/16, Do. 96 months 2/3 1/16, Do. 99 months 2/3 1/16, Do. 102 months 2/3 1/16, Do. 105 months 2/3 1/16, Do. 108 months 2/3 1/16, Do. 111 months 2/3 1/16, Do. 114 months 2/3 1/16, Do. 117 months 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2/3



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| "EMPERESS OF INDIA" | 6,000 | THURSDAY, November 22  | December 10      |
| "ATHENIAN"          | 3,882 | WEDNESDAY, November 28 | December 22      |
| "EMPERESS OF JAPAN" | 6,000 | THURSDAY, December 20  | January 7        |
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| For                          | Steamship   | On                              |
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| SINGAPORE, PENANG & CALCUTTA | "LAISANG"   | TUESDAY, 16th October, 3 P.M.   |
| MANILA                       | "YUENSANG"  | WEDNESDAY, 17th October, 4 P.M. |
| MANILA                       | "DOONGSANG" | FRIDAY, 19th October, 4 P.M.    |

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Hongkong, 15th October, 1906.

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|---|-------------|---------------|
| SHANGHAI and CHINKIANG  | "TIENSIN"   | 16th October. |
| SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN   | "HUICHOW"   | 16th "        |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, GAINES, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAMING"    | 16th "        |
| CEBU and ILOILO   | "CHINGTU"   | 17th "        |
| YOKOHAMA and KOBE   | "SUNGKIANG" | 18th "        |
| SHANGHAI  | "TAIYUAN"   | 19th "        |
| SHANGHAI  | "KIUKIANG"  | 20th "        |
| SHANGHAI  | "YOOHOU"    | 24th "        |

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\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.  
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Hongkong, 15th October, 1906.



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| Steamship | Tons | Captain   | For             | Sailing Dates                    |
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| ROBI      | 2540 | R. Almond | MANILA VIA AMOY | FRIDAY, 19th October, at 5 P.M.  |
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GENERAL MANAGERS.

Hongkong, 15th October, 1906.



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AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

| Steamship       | About          |
|-----------------|----------------|
| "SOUTH AMERICA" | 16th October.  |
| "BRAEMAR"       | 20th November. |

For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 8th October, 1906.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD.

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail.  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at.

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the  
"SCANDIA" and "SILESIA." The steamers are specially built for the tropics  
and have luxurious Passenger accommodation first class. Cabins Amidsides,  
lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards  
carried. Laundry on board. Return tickets issued at reduced rates for two years  
available, through tickets to be had to London via Havre and to New York via  
Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND  
TIENSIN VIA SHANGHAI.

|              |              |               |
|--------------|--------------|---------------|
| RHENANIA     | Cap. v. Hoff | 1st November. |
| HOHENSTAUFEN | Jaeger       | 2nd December. |
| SILESIA      | Bahle        | 2nd January.  |
| SCANDIA      | K. Doehren   | 1st February. |

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,  
NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

|              |              |                |
|--------------|--------------|----------------|
| HABSBURG     | Cap. v. Hoff | 2nd November.  |
| RHENANIA     | Jaeger       | 14th December. |
| HOHENSTAUFEN | Bahle        | 15th January.  |
| SILESIA      | v. Doshren   | 8th February.  |
| HABSBURG     | Cap. v. Hoff | 22nd March.    |
| RHENANIA     | Jaeger       | 17th May.      |
| HOHENSTAUFEN | Jaeger       | 14th June.     |

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA...SITHONIA...19th October.  
FOR YOKOHAMA & KOBE...SEGAVIA...20th October.  
FOR SHANGHAI, KOBE & YOKOHAMA...RHEINANIA...1st November.  
FOR SHANGHAI, KOBE & YOKOHAMA...ANDALUSIA...13th November.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen,  
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the  
Levant, Black Sea and Baltic Ports, North and South American Ports.  
Also via Aden or Port Said by the Arabic Persian Service to Arabian and  
Persian Gulf Ports.

|                                     |                    |           |
|-------------------------------------|--------------------|-----------|
| FOR HAVRE, ANTWERP and HAMBURG      | ...SENEGAMBIA      | 17th Oct. |
| FOR NAPLES, HAVRE and HAMBURG       | ...HABSBURG        | 2nd Nov.  |
| FOR HAVRE, ANTWERP and HAMBURG      | ...TEUTONIA        | 10th Nov. |
| FOR HAVRE, BREMEN and HAMBURG       | ...BRISGAVIA       | 16th Nov. |
| FOR HAVRE and HAMBURG               | ...SEGAVIA         | 20th Nov. |
| FOR HAVRE and HAMBURG               | ...SITHONIA        | 30th Nov. |
| FOR NAPLES, HAVRE, BREMEN & HAMBURG | ...C. FERD. LAEISZ | 22nd Dec. |
| FOR HAVRE and HAMBURG               | ...ANDALUSIA       | 28th Dec. |
| FOR NAPLES, HAVRE, BREMEN & HAMBURG | ...HOHENSTAUFEN    | 11th Jan. |
| FOR HAVRE and HAMBURG               | ...ALEXIA          | 25th Jan. |

Hongkong, 12th October, 1906.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched for the above  
Ports, on SATURDAY, the 27th inst., at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, ice, etc., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th October, 1906.

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

## THE Steamship

"YEDDO,"  
Captain Cowley, will be despatched for the  
above Port, on or about the 13th November.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 3rd October, 1906.

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"MERIONETHSHIRE"  
will be despatched for the above Ports, on  
or about the 15th November.

For Freight and Passage, please apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 15th October, 1906.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between  
HONGKONG, SALINA CRUZ, CALLAO  
and IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient  
inducement.

## THE Steamship

"KASATO MARU," 6,000 tons,  
Captain W. E. C. S. Filler, will be despatched  
for the above, middle of December.

Taking Freight and Passengers to other  
Western Coast Ports of South America.

The above Steamer has splendid Accom-  
modation and is fitted throughout with Elec-  
tric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,  
Manager,  
York Building,  
Hongkong, 4th October, 1906.

DEPOSITS IN THE JAPANESE  
BANKS.

## REMARKABLE EXPANSION.

During the last few years the amount of the  
deposits in the Japanese private banks has  
shown such a remarkable expansion that the  
centre of the economic gravity is being gradu-  
ally shifted from the Bank of Japan to the pri-  
vate banks. Hitherto it has been the general  
practice for the latter to depend upon the assis-  
tance of the central bank for loans as the  
amount of deposits was inadequate to meet the  
applications for advances. This state of affairs  
has now been reversed. The leading banks  
now possess large sums in deposits, for which  
they cannot find borrowers, and that surplus is  
invested in various kinds of negotiable bonds.  
From the tables given below will be seen the  
amount of capital at the disposal of the asso-  
ciated banks at Tokio, Osaka, Yokohama,  
Kobe, Kyoto and Nagoya, and the manner in  
which the funds are employed:—

|            | Paid-up<br>capital. | Reserves.   |
|------------|---------------------|-------------|
| 1899       | ¥33,430,000         | ¥21,509,000 |
| 1900       | 112,978,000         | 24,432,000  |
| 1901       | 109,536,000         | 27,520,000  |
| 1902       | 148,834,000         | 30,470,000  |
| 1903       | 108,307,000         | 34,544,000  |
| 1904       | 103,213,000         | 37,087,000  |
| 1905       | 111,530,000         | 38,339,000  |
| June, 1906 | 116,557,000         | 41,293,000  |

## MANNER OF EMPLOYMENT.

|            | Advances.   | Negotiable<br>bonds. |
|------------|-------------|----------------------|
| 1899       | ¥28,324,000 | ¥26,693,000          |
| 1900       | 313,454,000 | 80,836,000           |
| 1901       | 282,895,000 | 95,930,000           |
| 1902       | 317,100,000 | 100,167,000          |
| 1903       | 341,293,000 | 100,834,000          |
| 1904       | 344,273,000 | 130,034,000          |
| 1905       | 385,081,000 | 128,948,000          |
| June, 1906 | 443,855,000 | 150,129,000          |

Note.—The above figures are those at the  
end of each year.

As shown above, the deposits in the banks,  
which amounted to 224 million yen at the end  
of 1899, had increased to nearly 500 millions at  
the end of June last. A very great increase  
was especially noticeable during the first six  
months of this year, the amount of increase  
being 90 million yen, or at the rate of 15 millions  
a month. The amount of advances has also  
increased from 281 to 443 million yen during  
an interval of seven years under review and this,  
though by no means an insignificant advance,  
is far below the rate at which the deposits have  
been increasing.

Up to about 1903 the amount of deposits fell  
short of that of advances by from 30 to 80 mil-  
lion yen annually, and consequently the banks,  
besides making up the shortage with the capi-  
tal and reserves, had to rely on the assistance  
of the Bank of Japan. The position, however,  
has now been completely changed owing to  
the steady augmentation of deposits, which are  
at the present time more than enough for the  
purpose of advances. Almost all the banks are  
now investing the whole of their capital and  
reserves in negotiable bonds and shares and  
still have a plentiful supply of funds at their  
command. This remarkable increase of  
bank deposits is certainly a most significant  
indication of the economic conditions of the  
country.—*Japan Chronicle*.

## THE CURSE OF LEPROSY.

## SOME IMPORTANT EXPERIMENTS.

Washington, Sept. 13.  
After displaying rare heroism by the devotion  
of a lifetime to the study of leprosy, Dr.  
Eugene H. Plummer, American Consul at  
Maracaibo, Venezuela, has decided that the  
dread malady is not contagious, but is heredi-  
tary to a degree not reached in any other dis-  
ease. He has made an exhaustive report to the  
State Department (telling of his personal  
attendance upon lepers afflicted in the most  
revolving form. His report indicates that  
leprosy is curable, but that there is little hope  
in Venezuela or other Latin American coun-  
tries, where nutritious food is expensive and  
drugs are rarely provided.

Dr. Plummer was appointed to Maracaibo  
in 1884, where in jointure with his duties as  
Consul he has constantly observed leper cases  
and their treatment, and where he has experi-  
mented in no small way. He was allowed to  
visit secretly many lepers in Maracaibo con-  
cealed by their families to avoid their being  
sent in perpetual banishment to the island.  
Using a secret medicine which he obtained  
through Dr. S. C. Bothwell, now marshal of the  
Supreme Court of Porto Rico, he experimented  
with it on these private cases. His re-  
ports point out that the treatment produced  
much good results, but that the lack of proper  
food made absolute cure impossible.

Dr. Plummer concludes his report by say-  
ing: "What leprosy is we do not yet know,  
but our people at home should be enlightened  
through the Press that it is cruel to shun and  
abandon a poor, suffering human creature be-  
cause he is a 'Lazarus.' Smallpox is much  
more contagious. I will cheerfully attend to  
any case of leprosy, but smallpox makes me  
shudder. I would, if allowed, make the selec-  
tion of a forming a battery rather than go to  
examine a smallpox patient."



**HONGKONG.**

**Hewett**  
12 A

|   |   |
|---|---|
| <p>Gibson, J. R. H.<br/>         Gilbert, A.<br/>         Heanley, Dr. and Mrs.<br/>         C. M.</p>  | <p>Vorst, Miss V.<br/>         Wakefield, Mrs. M.<br/>         Whitehart, J. B.<br/>         Wood, G. G.</p>  |
| PEAK.   |   |
| <p>Ashton, Mrs.<br/>         Austin, F.<br/>         Barthell, Miss<br/>         Barton, Miss<br/>         Blosser, Mr. and Mrs.<br/>         Bolton, Mr.<br/>         Bradley, Mrs. N.<br/>         Burns, Mr. and Mrs.<br/>         Caldwell, Mr. and Mrs.<br/>         Carruthers, E. S.<br/>         Clark, Mrs.<br/>         Claven, Mr.<br/>         Clegg, Engr.-Lieut.<br/>         Clegg, Mrs.<br/>         Clothier, Mr. and Mrs.<br/>         H. W.<br/>         Codden, A. S.<br/>         Craigh, Mr. and Mrs.<br/>         Darling, Col.<br/>         Durand, Mr. and Mrs.<br/>         Durkel, Miss<br/>         Dutton, Mr.<br/>         Ellis, Mr. and Mrs.<br/>         Fegner, T. H.<br/>         Fellows, Mr. and Mrs.<br/>         Foster, Miss<br/>         Fower, Mrs. and Miss<br/>         Fraser, Lieut.<br/>         Fuller, Miss<br/>         Gale, Capt. J. R.<br/>         Gelstrophe, Mr.<br/>         Goodwin, A. F.<br/>         Greenhill, Mr.<br/>         Gregory, A.<br/>         Gundlach, Mrs.<br/>         Hall, Miss<br/>         Hareland, F. A.<br/>         Heffner, Mrs.<br/>         Higgins, Mrs.<br/>         Hockaday, W. T.<br/>         Jeffries, H. U.<br/>         Johnston, L. A. M.<br/>         Joseph, Mr. and Mrs.<br/>         E. S.<br/>         Josline, Lt.-Col.<br/>         Kill, Mr. and Mrs.<br/>         Kitowsky, Mr. &amp; Mrs.<br/>         F. von<br/>         Leask, Mr.<br/>         Leece, Mr.<br/>         Longius, Mr. and Mrs.</p> | <p>Longridge, Rev. and<br/>         Mrs. H.<br/>         Lonell, Dr.<br/>         Macfarlane, Dr. H.<br/>         Marney, V. F.<br/>         Martin, O. B. H.<br/>         Martin, R.<br/>         McCandless, Dr. and<br/>         Mrs.<br/>         Melisac, Mrs.<br/>         Melrose, R.<br/>         Melrose, W.<br/>         Mitchell, R.<br/>         Moon, Mr. and Mrs.<br/>         Moore, Mr. &amp; Mrs. M.<br/>         Moorhead, Mr. &amp; Mrs.<br/>         Moxon, Mr. &amp; Mrs. H.<br/>         Muhle, E.<br/>         Munro, Mr.<br/>         Pasquet, Madam and<br/>         family<br/>         Patterson, Mr. &amp; Mrs.<br/>         Pettepott, Miss<br/>         Poppleton, Mrs.<br/>         Ray, Mrs.<br/>         Reck, Mr. and Mrs.<br/>         Roger, C.<br/>         Saver, Mrs. W. E.<br/>         Scriver, Mr. and Mrs.<br/>         Searle, Rev. G.<br/>         Seggie, T.<br/>         Seymour, Col. &amp; Mrs.<br/>         Sinclair, A.<br/>         Skirrow, Mr. &amp; Mrs.<br/>         Sletow, Mr. &amp; Mrs.<br/>         A. B.<br/>         Squalre, Mr.<br/>         Teneham, Mr.<br/>         Tegner, Mr.<br/>         Thompson, Mrs.<br/>         Thompson, Capt. and<br/>         Mrs.<br/>         Thompson, Miss<br/>         Truman, Mr. and Mrs.<br/>         E. W.<br/>         Wack, Mr.<br/>         Weissmann, Mr. &amp; Mrs.<br/>         C.<br/>         Wilford, F. C.<br/>         Williamson, Mrs.</p> |
| OCCIDENTAL.   |   |
| <p>Binder, F.<br/>         Bruder, O.<br/>         Delestrade, H.<br/>         Durieux, G.<br/>         Gilbert, G.<br/>         Glahu, F.<br/>         Halm, J. W.<br/>         Hatje, Capt. R.</p>  | <p>Klatt, H.<br/>         Kunhardt, F. G.<br/>         Munro, Miss A.<br/>         Penker, M.<br/>         Regairaz, Gaston<br/>         Stiller, A.<br/>         Tonto, F.<br/>         Wilk, D.</p>   |
| NA STATION.   |   |
| CAPTAIN.  | LAST REPORTED AT  |
| E. Le T. Leatham  | Hongkong  |

| NAME.       | CLASS.                 | TONS.  | GUNS. | I.H.P. | CAPTAIN.                             | LAST REPORTED AT.     |
|-------------|------------------------|--------|-------|--------|--------------------------------------|-----------------------|
| Alarmy      | despatch vessel        | 1,765  | 4     | 3,000  | Commander E. La T. Leatham           | Hongkong              |
| Astraea     | cruiser, 2nd class     | 4,760  | 10    | 7,000  | Captain C. L. Vaughan-Lee            | at Kowloon, Weihaiwei |
| Bramble     | river gunboat          | 170    | 6     | 900    | Lieut. Commander E. G. W. Davidson   | Hongkong              |
| Bristleart  | river gunboat          | 170    | 6     | 900    | Lieut. Commander W. L. Bamber        | Yangtze               |
| Cadmus      | slloop                 | 1,070  | 6     | 1,400  | Commander B. L. Majendie             | Weihaiwei             |
| Cherub      | water tank and tug     | 350    | —     | 300    |                                      | Hongkong              |
| Clio        | slloop                 | 1,070  | 6     | 1,400  | Commander C. D. S. Raikes            | Shanghai              |
| Diadem      | cruiser, 1st class     | 11,000 | 16    | 16,500 | Captain H. W. Savory, M.V.O.         | Weihaiwei             |
| Fame        | torpedo boat destroyer | 306    | 6     | 5,700  | Lieut. Commander Hughes              | Hongkong              |
| Flora       | cruiser, 2nd class     | 4,360  | 10    | 7,000  | Captain H. Grant-Dalton              | Hongkong              |
| Hand        | torpedo boat destroyer | 275    | 6     | 4,000  | Lieut. Commander H. B. Cox           | Weihaiwei             |
| Hart        | torpedo boat destroyer | 275    | 6     | 4,000  | Lieut. Commander R. Henniker-Heaton  | "                     |
| Janus       | torpedo boat destroyer | 280    | 6     | 3,900  | Lieut. Commander W. H. Darwall       | "                     |
| Kent        | cruiser, 1st class     | 9,800  | 14    | 22,000 | Captain S. V. V. de Hoesey           | "                     |
| King Alfred | cruiser, 1st class     | 14,100 | 18    | 39,000 | Captain C. F. Thursby                | "                     |
| Kishida     | river gunboat          | 616    | 4     | 1,700  | Lieut. Commander Percy Crabtree      | Yangtze               |
| Moomouth    | cruiser, 1st class     | 9,800  | 14    | 22,000 | Captain J. A. Tuke                   | Weihaiwei             |
| Moorehen    | river gunboat          | 170    | 2     | 900    | Lieut. Commander Robert E. Vaughan   | West River            |
| Otter       | torpedo boat destroyer | 170    | 6     | 5,100  | Lieut. Commander J. Kiddie           | Weihaiwei             |
| Prometheus  | cruiser, 3rd class     | 2,400  | —     | —      | Comdr. R. Bentinck                   | Australian Station    |
| Robin       | river gunboat          | 65     | 2     | 240    | Lieut. Commander C. C. Walcott       | Hongkong              |
| Sandpiper   | river gunboat          | 85     | 2     | 240    | Lieut. Commander H. T. Atlay         | West River            |
| Snipe       | river gunboat          | 85     | 2     | 240    | Lieut. Commander J. T. S. Lyne       | Yangtze               |
| Taku        | torpedo boat destroyer | 160    | 6     | 6,500  | Boatsw. T. O. Strain                 | Hongkong              |
| Tamar       | receiving ship         | 4,650  | 6     | —      | Commodore H. P. Williams             | Hongkong              |
| Teal        | river gunboat          | 710    | 2     | 200    | Lieut. Commander E. Secretan         | Yangtze               |
| Thistle     | river gunboat          | 710    | 6     | 700    | Lieut. Commander R. M. R. West       | Yangtze               |
| Virago      | torpedo boat destroyer | 355    | 6     | 6,300  | Lieut. Commander Stevenson           | Weihaiwei             |
| Waterwitch  | surveying ship         | 320    | 4     | 450    | Commander R. W. Glennie              | Swatow                |
| Whiting     | torpedo boat destroyer | 360    | 6     | 5,900  | Lieut. Commander C. E. L. Thomas     | Weihaiwei             |
| Widgeon     | river gunboat          | 195    | 2     | 800    | Lieut. Commander G. B. Spicer-Simson | Yangtze               |
| Woodcock    | river gunboat          | 110    | 2     | 550    | Lieut. Commander G. J. Todd          | Yangtze               |
| Woodlark    | river gunboat          | 110    | 2     | 550    | Lieut. Commander Jno. F. Knox        | Yangtze               |

| NAME.                    | FLAG AND DESCRIPTION.      | TONS.  | GUNS. | H. P.  | COMMANDING OFFICERS.  | LAST REPORTED  |
|--------------------------|----------------------------|--------|-------|--------|---|----------------|
| Achéron ... ..           | armoured gunboat ... ..    | 1,796  | 10    | 1,700  | Lieut. Fauré ... ..   | Haiphong       |
| Adhors ... ..            | re-arming ship ... ..      | —      | —     | —      | Lieut. Mériel ... ..  | Haiphong       |
| Alouette ... ..          | torpedo-depot ... ..       | —      | —     | —      | Commander Kérivhuel ... ..  | Cape St. James |
| Argus ... ..             | river gunboat ... ..       | 123    | 6     | 500    | Lieut. Jeannel ... ..   | Canton         |
| Caronade ... ..          | river gunboat ... ..       | —      | —     | 150    | Lieut. Millet ... ..  | Saigon         |
| Décidée ... ..           | gunboat ... ..             | 645    | 10    | 1,000  | Lieutenant Le Blanc ... ..  | Chefoo         |
| Dupetit-Thouars ... ..   | armoured cruiser ... ..    | 10,014 | 14    | —      | Capt. Laspinaise de Saune ... ..  | Saigon         |
| D'Entrecasteaux † ... .. | protected cruiser ... ..   | 11,243 | —     | —      | Capt. Taceux ... ..   | Saigon         |
| Esturgeon ... ..         | sub-marine ... ..          | —      | —     | —      | Lieut. Coquelin ... ..  | Saigon         |
| Francisque ... ..        | destroyer ... ..           | 303    | 7     | 6,300  | Lieut. Garreau ... ..   | Hongkong       |
| Fionde ... ..            | destroyer ... ..           | 356    | 7     | 303    | Lieut. de Saint-Seine ... ..  | Hongkong       |
| Gueddon ... ..           | armoured cruiser ... ..    | 9,376  | 14    | 20,200 | Capt. Ridoux ... ..   | Saigon         |
| Henri Rivière ... ..     | river gunboat ... ..       | —      | —     | —      | Lieut. Portier ... ..   | Haiphong       |
| Jacquin ... ..           | river gunboat ... ..       | 200    | 6     | 308    | Lieut. Le Coroller ... ..   | Haiphong       |
| Javeline ... ..          | destroyer ... ..           | 307    | 7     | 300    | Commander Sagol-Duvauiron ... ..  | Saigon         |
| Kersaint † ... ..        | cruiser ... ..             | 1,250  | 7     | 2,200  | Commander Simon ... ..  | Haiphong       |
| Lynx ... ..              | sub-marine ... ..          | —      | —     | —      | Lieut. Armbruster ... ..  | Saigon         |
| Mophe ... ..             | surveying-ship ... ..      | —      | —     | —      | Commander Laporte ... ..  | Bate d'Along   |
| Montcalm ... ..          | armoured cruiser ... ..    | 9,800  | 10    | 19,600 | Capt. Martel ... ..   | Saigon         |
| Mousquet ... ..          | destroyer ... ..           | 307    | 7     | 6,300  | Commander Triquem ... ..  | Saigon         |
| Oliv ... ..              | river gunboat ... ..       | 200    | 6     | —      | Lieut. Grélier ... ..   | Baïcung        |
| Peiho ... ..             | sub-marine ... ..          | —      | —     | —      | Lieut. Marchand ... ..  | Tongku         |
| Perle ... ..             | sub-marine ... ..          | —      | —     | —      | Lieut. Hubert ... ..  | Saigon         |
| Pistolet ... ..          | destroyer ... ..           | 307    | 7     | 6,300  | Commander Bernheud ... ..   | Hongay         |
| Protée ... ..            | sub-marine ... ..          | —      | —     | —      | Lieut. Glorieux ... ..  | Saigon         |
| Rapire ... ..            | destroyer ... ..           | 307    | 7     | —      | Lieut. Vincent-Brechignac ... ..  | Saigon         |
| Redoutable * ... ..      | battleship, reserve ... .. | 9,437  | 8     | 6,071  | { Flagship Rear-Admiral de Marolles }<br>Commanding the local naval defence of Indo-China, Capt. Passerat de Silans | Saigon         |
| Sabze ... ..             | destroyer ... ..           | 307    | 7     | —      | Lieut. Hallier ... ..   | Hongkong       |
| Sixx ... ..              | armoured gunboat ... ..    | 1,796  | 10    | 1,700  | Lieut. Duc ... ..   | Saigon         |
| Takiang ... ..           | river gunboat ... ..       | 6,150  | 33    | 4,560  | —   | Upper Yangtze  |
| Vauban ... ..            | receiving-ship ... ..      | —      | —     | —      | Lieut. Fougereousse ... ..  | Hongay         |
| Vidart ... ..            | torpedo-depot ... ..       | —      | —     | —      | Lieut. Brugnon ... ..   | Saigon         |
| Vigilante ... ..         | river gunboat ... ..       | 123    | 6     | 500    | —   | Hongkong       |

A Mail will close for:—  
 Shanghai—Per *Duranton*, 16th Oct., 9 A.M.  
 Europe, &c., India *via* Tutucorin—  
*Oceanic*, 16th Oct., 11 A.M.  
 Haiphong—Per *Hanoi*, 16th Oct., 9 A.M.  
 Hoihow and Haiphong—Per *Mashilde*, 1  
 Oct., 11 A.M.  
 Swatow, Amoy and Foochow—Per *Halm*,  
 16th Oct., Noon.

| HONGKONG AND WHAMPOA DOCKS. |    |          |       |
|-----------------------------|----|----------|-------|
| Ship.                       | at | Kowloon. | Dock. |
| Agilante .....              | 10 | 10       | 10    |
| Alathan .....               | 10 | 10       | 10    |
| Monteagle .....             | 10 | 10       | 10    |
| Alri .....                  | 10 | 10       | 10    |
| Alorsingon .....            | 10 | 10       | 10    |
| Alancisque .....            | 10 | 10       | 10    |
| Alahanne .....              | 10 | 10       | 10    |
| Alarles Hardoin .....       | 10 | 10       | 10    |
| Alowtal .....               | 10 | 10       | 10    |
| Alabre .....                | 10 | 10       | 10    |
| Aluinta .....               | 10 | 10       | 10    |
| Alavangweng .....           | 10 | 10       | 10    |
| Aluld .....                 | 10 | 10       | 10    |
| Aluygia .....               | 10 | 10       | 10    |
| Alatherine Apat .....       | 10 | 10       | 10    |
| Alillary .....              | 10 | 10       | 10    |
| AlF Chapman .....           | 10 | 10       | 10    |
| Alignal .....               | 10 | 10       | 10    |
| Alchinkai Maru .....        | 10 | 10       | 10    |

[illegible]

Str. *Trentin* from Swatow :—Strong ESE wind and high sea, fine and clear.

Str. *Kwanglah* from Shanghai :—Fresh NE winds throughout and fine weather.

Str. *Halmun* from Coast Ports :—Fresh NE winds and moderate sea, fine clear weather.

Str. *Simongan* from Samarang :—Fine weather right up all the voyage West of Paracels from Natuna Island (ill there light Nly. winds occasionally freshening up for few hours with a long high swell from N., from thence fresh N.E. monsoon, but fine clear weather.

Str. *Trentin* from Swatow :—Strong ESE wind and high sea, fine and clear.

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Arrivals at Home—15th September—*Ida*,  
*Maria*, *Bayern*, *Nippon*, *Tenzer*. 7th September—*Ida*,  
*Japan*. 8th September—*Armand Bah*,  
*Glenny*. 15th September—*Anglo-lat*, *Suey*,  
 17th September—*Sardis*. 18th September—*Schwab*,  
*Ernest Simons*, *Kan*,  
*Yawa Maru*, *Prins Regier Luitpold*, *Palm*,  
 21st September—*Glenn*. 25th September—  
*Ambrin*, *Nordkap*. 28th September—*Chit*,  
 1st October—*Nubia*. 2nd October—*Waka*,  
*Maru*, *Prins Elit Friedrich*, *Alista*, *Orsted*,  
 5th October—*Yunnan*, *Caldonten*, *Patric*,  
 12th October—*Achilles*, *Hakofa Maru*. 15th  
 October—*Sunda*.



Figure 1. The National Assembly Building in the Republic of Korea.

Shanghai, Nagasaki, Kobe, Yokohama  
Victoria and Vancouver, B.C.—*Per Empress*  
China, 25th Oct, 3 P.M.  
Manila, Port Darwin, Thursday Island, Co-  
town, Cairns, Townsville, Brisbane, Syd-  
ney, Hobart, Launceston, New Zealand, A-  
bourne, Adelaide and Perth—*Per Empress*,  
Oct., 11 A.M.  
Manila—*Per Zafra*, 27th Oct., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama  
Honolulu and San Francisco—*Per Siboga*,  
30th Oct., 10 A.M.  
Europe, &c., India, via Taitoonia—  
*Toumae*, 30th Oct., 11 A.M.  
Europe, &c., India, via Taitoonia—  
*Australan*, 13th Nov., 11 A.M.

*(continued)*

|           |     |     |     |                 |
|-----------|-----|-----|-----|-----------------|
| Styx      | ... | ... | ... | Almonet gunboat |
| Taklang   | ... | ... | ... | river gunboat   |
| Vauban    | ... | ... | ... | receiving ship  |
| Vigilant  | ... | ... | ... | torpedo depot   |
| Vigilante | ... | ... | ... | river gunboat   |

\* Flagship of Vice-Admiral Richard,  
 † Flagship of Rear-Admiral Boisse, French  
 ‡ At the disposal of Rear-Admiral de Me  
 (P) Flagship of Rear-Admiral Le Marol

— *Journal of the American Medical Association*, 1990

|     |       |    |       |           |
|-----|-------|----|-------|-----------|
| ... | 1700  | 50 | 1700  | ...       |
| ... | 6,150 | 23 | 4,560 | Lieut. P. |
| ... | 123   | 6  | 500   | Lieut. B. |

Commander-in-Chief.  
 4-in-Command  
 Colles, Commanding the naval defence of India

...and the

|                                 |     |     |     |     |     |
|---------------------------------|-----|-----|-----|-----|-----|
| 001                             | 101 | 200 | 300 | 400 | 500 |
| <p>Upper Yangtze<br/>Hengay</p> |     |     |     |     |     |
| 001                             | 101 | 200 | 300 | 400 | 500 |
| <p>Saloon</p>                   |     |     |     |     |     |
| 001                             | 101 | 200 | 300 | 400 | 500 |
| <p>Hongkong</p>                 |     |     |     |     |     |

... ..



## MAILS.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "OCEANIE."

Captain Court, will be despatched for MARSEILLES TO-MORROW, the 16th October, at 1 P.M.  
This steamer connects at Colombo with the Australian line s.s. *Dumbarton* bound for Marseilles via Bombay and Aden.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* ..... 30th October.  
S.S. *AUTANT* ..... 13th November.  
S.S. *TONKIN* ..... 27th November.  
S.S. *ERNEST SIMONS* ..... 11th December.  
S.S. *CALEDONIE* ..... 25th December.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th October, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH  
AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERICA  
AND SOUTH AFRICAN PORTS.)

The S.S. Steamship

## "DELHI."

Captain J. D. Andrews, R.N., carrying H.M. Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Alcantara*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora* due in London on the 1st December, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 6th October, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

## BRANDY

## WHISKY, FINE MALL

JOHN WALKER &amp; SONS' OLD HIGHLAND

C. P. &amp; CO'S SPECIAL BLEND

## PORT WINE, INVALIDS

DOURO

## SHERRY, AMOROSO

LA TORRE

## BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

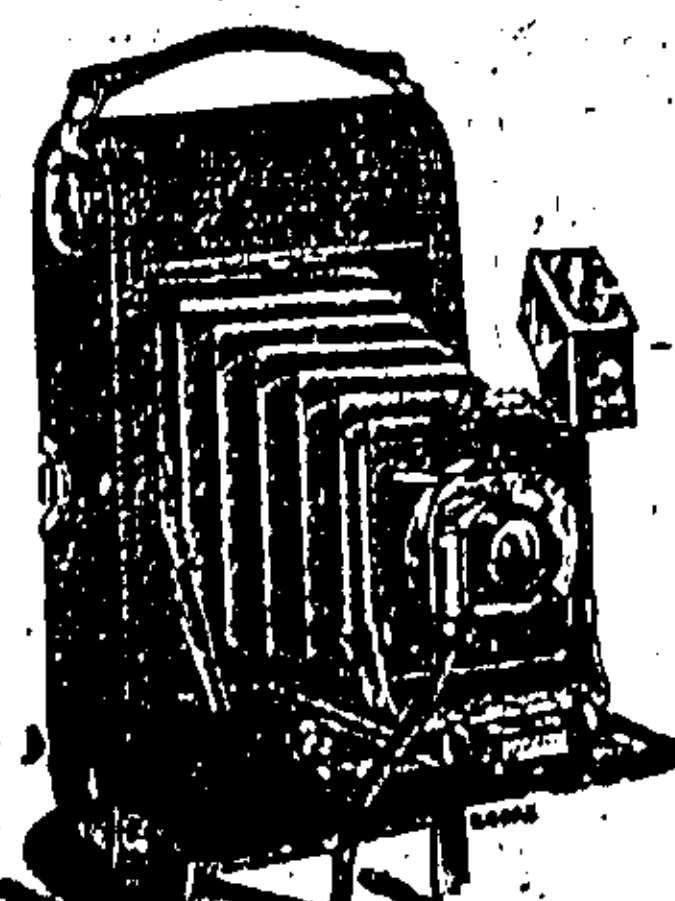
## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&amp;C., &amp;C., &amp;C.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 15th Nov. 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later fluctuations not included. |                   |        |          |   |                        |  |  |   |                                  |
|--|-------------------|--------|----------|---|------------------------|--|--|---|----------------------------------|
| STOCKS.  | NO. OF<br>SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT.  |                        | LAST DIVIDEND.   |  | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION<br>(BASED ON<br>LAST YEAR'S<br>DIV.) | CLOSING<br>QUOTATIONS.           |
|  |                   |        |          | RESERVE.  | AT WORKING<br>ACCOUNT. |  |  |   |                                  |
| <b>BANKS.</b>  |                   |        |          |   |                        |  |  |   |                                  |
| Hongkong & Shanghai Banking Corporation  | 80,000            | \$125  | \$125    | \$1,000,000<br>\$10,250,000<br>\$260,000<br>\$12,735<br>\$150,000   | \$1,712,472            | { \$1.15/- @ Ex. 2/11 = \$16.47 for first half-<br>year 1906 }   |  | 58 %  | { \$800 sellers<br>London 205.10 |
| National Bank of China, Limited  | 99,025            | £7     | £6       |   | \$74,099               | \$2 (London 3/6) for 1905  |  |   | \$47                             |
| <b>MARINE INSURANCES.</b>  |                   |        |          |   |                        |  |  |   |                                  |
| Canton Insurance Office, Limited   | 10,000            | \$250  | \$50     | \$1,600,000<br>\$147,895  | \$211,540              | \$20 for 1904  |  | 64 %  | \$320                            |
| North China Insurance Company, Limited   | 10,000            | £15    | £5       | \$100,000<br>Tls. 100,000<br>Tls. 50,000  | Tls. 302,053           | Interim div. of 7/6 @ ex 2/10 15/16<br>Tls. 2.62 on account 1905 |  | 6 %   | Tls. 87 1/2 sellers              |
| Union Insurance Society of Canton, Limited   | 10,000            | \$250  | \$100    | \$2,000,000<br>\$10,000<br>\$1,153,834<br>\$60,279<br>\$60,000<br>\$15,278<br>\$1,000,000<br>\$29,416<br>\$1,209,928  | \$2,792,271            | Interim div. of 130 for 1905                                     |  | 41 %  | \$775 sellers                    |
| Yangtze Insurance Association, Limited   | 8,000             | \$100  | \$60     |   | \$508,334              | \$12 and \$3 special dividend for 1904                           |  | 81 %  | \$175 sellers                    |
| <b>FIRE INSURANCES.</b>  |                   |        |          |   |                        |  |  |   |                                  |
| China Fire Insurance Company, Limited  | 20,000            | \$100  | \$20     |   | \$344,098              | \$6 for 1904   |  | 61 %  | \$94 buyers                      |
| Hongkong Fire Insurance Company, Limited   | 8,000             | \$250  | \$60     |   | \$422,618              | \$25 for 1904  |  | 74 %  | \$327 1/2 buyers                 |
| <b>SHIPPING.</b>   |                   |        |          |   |                        |  |  |   |                                  |
| China and Manila Steamship Company, Limited  | 30,000            | \$25   | \$25     | \$6,000<br>\$264,637<br>\$93,563  | \$6,563                | \$1 1/2 for 1905   |  | 61 %  | \$23                             |
| Douglas Steamship Company, Limited   | 20,000            | \$50   | \$50     | \$250,000<br>\$500,000<br>\$144,986<br>\$120,000<br>\$280,938<br>\$3,999  | \$5,464                | \$1 for 1st half-year, 1906                                      |  | 74 %  | \$26 buyers                      |
| Hongkong, Canton & Macao Steamship Co., Ltd.   | 80,000            | \$15   | \$15     | \$1,000,000<br>\$100,000<br>\$1,100,000<br>\$1,200,000<br>\$1,300,000<br>\$1,400,000<br>\$1,500,000<br>\$1,600,000<br>\$1,700,000<br>\$1,800,000<br>\$1,900,000<br>\$2,000,000<br>\$2,100,000<br>\$2,200,000<br>\$2,300,000<br>\$2,400,000<br>\$2,500,000<br>\$2,600,000<br>\$2,700,000<br>\$2,800,000<br>\$2,900,000<br>\$3,000,000<br>\$3,100,000<br>\$3,200,000<br>\$3,300,000<br>\$3,400,000<br>\$3,500,000<br>\$3,600,000<br>\$3,700,000<br>\$3,800,000<br>\$3,900,000<br>\$4,000,000<br>\$4,100,000<br>\$4,200,000<br>\$4,300,000<br>\$4,400,000<br>\$4,500,000<br>\$4,600,000<br>\$4,700,000<br>\$4,800,000<br>\$4,900,000<br>\$5,000,000<br>\$5,100,000<br>\$5,200,000<br>\$5,300,000<br>\$5,400,000<br>\$5,500,000<br>\$5,600,000<br>\$5,700,000<br>\$5,800,000<br>\$5,900,000<br>\$6,000,000<br>\$6,100,000<br>\$6,200,000<br>\$6,300,000<br>\$6,400,000<br>\$6,500,000<br>\$6,600,000<br>\$6,700,000<br>\$6,800,000<br>\$6,900,000<br>\$7,000,000<br>\$7,100,000<br>\$7,200,000<br>\$7,300,000<br>\$7,400,000<br>\$7,500,000<br>\$7,600,000<br>\$7,700,000<br>\$7,800,000<br>\$7,900,000<br>\$8,000,000<br>\$8,100,000<br>\$8,200,000<br>\$8,300,000<br>\$8,400,000<br>\$8,500,000<br>\$8,600,000<br>\$8,700,000<br>\$8,800,000<br>\$8,900,000<br>\$9,000,000<br>\$9,100,000<br>\$9,200,000<br>\$9,300,000<br>\$9,400,000<br>\$9,500,000<br>\$9,600,000<br>\$9,700,000<br>\$9,800,000<br>\$9,900,000<br>\$10,000,000<br>\$10,100,000<br>\$10,200,000<br>\$10,300,000<br>\$10,400,000<br>\$10,500,000<br>\$10,600,000<br>\$10,700,000<br>\$10,800,000<br>\$10,900,000<br>\$11,000,000<br>\$11,100,000<br>\$11,200,000<br>\$11,300,000<br>\$11,400,000<br>\$11,500,000<br>\$11,600,000<br>\$11,700,000<br>\$11,800,000<br>\$11,900,000<br>\$12,000,000<br>\$12,100,000<br>\$12,200,000<br>\$12,300,000<br>\$12,400,000<br>\$12,500,000<br>\$12,600,000<br>\$12,700,000<br>\$12,800,000<br>\$12,900,000<br>\$13,000,000<br>\$13,100,000<br>\$13,200,000<br>\$13,300,000<br>\$13,400,000<br>\$13,500,000<br>\$13,600,000<br>\$13,700,000<br>\$13,800,000<br>\$13,900,000<br>\$14,000,000<br>\$14,100,000<br>\$14,200,000<br>\$14,300,000<br>\$14,400,000<br>\$14,500,000<br>\$14,600,000<br>\$14,700,000<br>\$14,800,000<br>\$14,900,000<br>\$15,000,000<br>\$15,100,000<br>\$15,200,000<br>\$15,300,000<br>\$15,400,000<br>\$15,500,000<br>\$15,600,000<br>\$15,700,000<br>\$15,800,000<br>\$15,900,000<br>\$16,000,000<br>\$16,100,000<br>\$16,200,000<br>\$16,300,000<br>\$16,400,000<br>\$16,500,000<br>\$16,600,000<br>\$16,700,000<br>\$16,800,000<br>\$16,900,000<br>\$17,000,000<br>\$17,100,000<br>\$17,200,000<br>\$17,300,000<br>\$17,400,000<br>\$17,500,000<br>\$17,600,000<br>\$17,700,000<br>\$17,800,000<br>\$17,900,000<br>\$18,000,000<br>\$18,100,000<br>\$18,200,000<br>\$18,300,000<br>\$18,400,000<br>\$18,500,000<br>\$18,600,000<br>\$18,700,000<br>\$18,800,000<br>\$18,900,000<br>\$19,000,000<br>\$19,100,000<br>\$19,200,000<br>\$19,300,000<br>\$19,400,000<br>\$19,500,000<br>\$19,600,000<br>\$19,700,000<br>\$19,800,000<br>\$19,900,000<br>\$20,000,000<br>\$20,100,000<br>\$20,200,000<br>\$20,300,000<br>\$20,400,000<br>\$20,500,000<br>\$20,600,000<br>\$20,700,000<br>\$20,800,000<br>\$20,900,000<br>\$21,000,000<br>\$21,100,000<br>\$21,200,000<br>\$21,300,000<br>\$21,400,000<br>\$21,500,000<br>\$21,600,000<br>\$21,700,000<br>\$21,800,000<br>\$21,900,000<br>\$22,000,000<br>\$22,100,000<br>\$22,200,000<br>\$22,300,000<br>\$22,400,000<br>\$22,500,000<br>\$22,600,000<br>\$22,700,000<br>\$22,800,000<br>\$22,900,000<br>\$23,000,000<br>\$23,100,000<br>\$23,200,000<br>\$23,300,000<br>\$23,400,000<br>\$23,500,000<br>\$23,600,000<br>\$23,700,000<br>\$23,800,000<br>\$23,900,000<br>\$24,000,000<br>\$24,100,000<br>\$24,200,000<br>\$24,300,000<br>\$24,400,000<br>\$24,500,000<br>\$24,600,000<br>\$24,700,000<br>\$24,800,000<br>\$24,900,000<br>\$25,000,000<br>\$25,100,000<br>\$25,200,000<br>\$25,300,000<br>\$25,400,000<br>\$25,500,000<br>\$25,600,000<br>\$25,700,000<br>\$25,800,000<br>\$25,900,000<br>\$26,000,000<br>\$26,100,000<br>\$26,200,000<br>\$26,300,000<br>\$26,400,000<br>\$26,500,000<br>\$26,600,000<br>\$26,700,000<br>\$26,800,000<br>\$26,900,000<br>\$27,000,000<br>\$27,100,000<br>\$27,200,000<br>\$27,300,000<br>\$27,400,000<br>\$27,500,000<br>\$27,600,000<br>\$27,700,000<br>\$27,800,000<br>\$27,900,000<br>\$28,000,000<br>\$28,100,000<br>\$28,200,000<br>\$28,300,000<br>\$28,400,000<br>\$28,500,000<br>\$28,600,000<br>\$28,700,000<br>\$28,800,000<br>\$28,900,000<br>\$29,000,000<br>\$29,100,000<br>\$29,200,000<br>\$29,300,000<br>\$29,400,000<br>\$29,500,000<br>\$29,600,000<br>\$29,700,000<br>\$29,800,000<br>\$29,900,000<br>\$30,000,000<br>\$30,100,000<br>\$30,200,000<br>\$30,300,000<br>\$30,400,000<br>\$30,500,000<br>\$30,600,000<br>\$30,700,000<br>\$30,800,000<br>\$30,900,000<br>\$31,000,000<br>\$31,100,000<br>\$31,200,000<br>\$31,300,000<br>\$31,400,000<br>\$31,500,000<br>\$31,600,000<br>\$31,700,000<br>\$31,800,000<br>\$31,900,000<br>\$32,000,000<br>\$32,100,000<br>\$32,200,000<br>\$32,300,000<br>\$32,400,000<br>\$32,500,000<br>\$32,600,000<br>\$32,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